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American Railroad Journal.

New York Saturday, April 6, 1872.

The New Line From New York to Chicago.

The projected railroad enterprise, by which facilities for transportation are to be increased, together with the probability of lower freight tariffs between the West and the Atlantic seaboard has assumed form and shape. The line in question is the Canada Southern Railway, which, commencing at Buffalo, or rather at the international bridge, runs thence west to St. Thomas, on the St. Clair river, a distance of 184 miles. The main road then continues Southwest from St. Thomas to Amherstburg on the Detroit river, making the total distance from Buffalo 229 miles. Its eastern connections will be by the New York Central, Erie, and Buffalo and Washington, the latter road forming connections with the Pennsylvania Railroad, thus opening a new line to Philadelphia, Baltimore and Washington. The western connections to Chicago will be over the Chicago and Canada Southern from opposite Amherstburg, and also by the Peninsula and Midland and Michigan Air Line Railroads from opposite St. Clair. The distance by this road between Buffalo and Chicago is said to be thirty-three miles less than by the Loop Line of the Great Western and Michigan Central; 45 miles less than by the Lake Shore Air Line, and 55 miles less than by the old line of the Michigan Southern.

TO INVESTORS.

A Standard Security

WE OFFER AT PAR AND INTEREST IN CURRENCY THE

7.30 BONDS

OF THE

NORTHERN PACIFIC RAILROAD,

principal and interest payable in gold, and holders exempt from United States tax.

They are issued in the following denominations: Coupons of $100, $500 and $1,000, Registered $100, $500, $1,000, $5,000 and $10,000.

The redemption of 5-20s by the Treasury indicates low rates of interest to the public creditors hereafter, and many holders are exchanging them for the 7-30 GOLD BONDS OF THE NORTHERN PACIFIC RAILROAD.

All marketable securities received in exchange.

Full particulars furnished by

JAY COOKE & CO.,

New York, Philadelphia & Washington.

FOR SALE BY BANKS AND BANKERS THROUGHOUT THE UNITED STATES AND CANADA.

Middleburgh and Schoharie Railroad.

At the annual election for Directors of the Middleburgh and Schoharie Railroad Company, held in the village of Middleburgh, on the 25th ult., the following persons were unanimously elected Directors for the ensuing year: Daniel D. Dodge, Peter S. Danforth, Wm. H. Engle, Lyman Sanford, John A. Goewey, Jacob Neville, David Becker, John M. Scribner, Abram J. Freemyer, Grandisin N. Frisbie. Duryea Beekman, Erastus Cook, Abram Haines. Nathaniel Manning, Wm. B. Borst and Harrison A. Vroman were elected Inspectors of Election.

At a subsequent meeting of the Directors, the following persons were elected officers of the company for the ensuing year: President, Daniel D. Dodge; Vice President, Lyman Sanford; Treasurer, Peter S. Danforth; Secretary, Jacob Neville.

Prospects of the Foreign and Domestic Carrying Trade.

A number of circumstances have united, in the past two years, to give an extraordinary impetus to the carrying trade of the United States, both foreign and domestic. The commerce of the country, inland as well as by sea, has reached proportions of unequalled magnificence. For the last calendar year, the exports from the United States amounted to the enormous aggregate value of 538 million dollars in gold, of which 511 million dollars were made up of the products of the country. The imports for the same period aggregated 590 million dollars, leaving an apparent balance against us of 52 million dollars, which, no doubt, was made good with our evidences of indebtedness, Government and railway bonds, railway shares, and kindred securities. That no actual balance remains against us, is shown by the fact, that the export of gold during Jan. and Feb. was only $2,513,019—whereas in the corresponding period of 1870 the export of gold amounted to $6,171,277. For the fiscal year ending June 30, 1860, (the last year before the war) the imports into the United States were valued at 362 million dollars; over which those of the last calendar year show an increase of 228 million dollars, or nearly 63 per cent. The exports for the fiscal year ending June 30, 1860, were 400 million dollars, of which 373 million dollars were in products of the country. Over the total exports of the fiscal year ending June 30, 1860, those of the calendar year 1871 showed an increase of 138 million dollars, or 34½ per cent. Of course, the greater portion of this increase has taken place in the last five years. The imports of merchandize in 1871 were valued at more than 111 million dollars greater than those of 1870, and in the same period the value of the exports of the products of

the country showed an increase of 57 million dollars.

The rapidity of this increase in our foreign commerce, with which our inland trade has evidently kept pace, suggests the query, in all prudence, can it be maintained? It is, as we have stated, the result of many causes. The Franco-German war caused a pressing demand upon us for food at high prices, to which we were fortunately able to respond. The partial failure of the crops in the West of Europe has caused the demand for food to be maintained. We sold immense quantities of munitions of war to the belligerents. The crop of cotton for the season of 1869-'70 exceeded all estimates, and was taken by Europe at high prices. So much for our increased exports. The increase in our imports was largely of goods prepared for the continental markets, but shipped to us when those were closed against them. Again, the high rate of wages with us, and the general prosperity of the country, checked the home production of goods and at the same time caused a better demand for them. Besides, there has been a special demand for such costly foreign goods as pig and railway iron, tin plates, sugar, rice, wool, and some other articles. Hence, it is no difficult matter to account for our increased imports.

But circumstances which are now discovered in a review of the state of trade, admonish us that, during the early future, at least, there must be a pause to this growth, for these reasons: Wages have advanced in Europe and declined in the United States, so that they approximate more nearly on each side of the Atlantic. This tends to diminish the cost of domestic, and increase the cost of foreign manufactures, and of course to limit the importation of the latter. Great Britain, from which the bulk of our imports come, is now, and probably will be for some time, actively employed in supplying deficiencies and meeting a new demand growing out of the late war between France and Germany, which may so effect her supplies and prices as to greatly limit her shipments to us. General trade and mechanical employments are less prosperous than they have been; consequently we cannot absorb as many goods as we have done. The prospects for our exports are not more favorable than for our imports. It is already remarked on 'Change that we shall have very little flour and wheat to send abroad during the remainder of the crop year, while the prospects of the crops in the West of Europe are so good that probably not much will will be taken from us, except at very low prices. The agricultural development of the country has not kept pace with the growth of its towns and cities, and the natural tendency of this fact is to reduce our ability to export, and limit our necessity for imports.

In the meantime the rapid increase in our commerce has caused vast additions to be made to the means of transportation, developing in some cases an active competition for business. The prospects of the future are of the highest moment to these. We are no croakers. The development of the resources of the country, by means of railways, must go on, and our internal and foreign carrying trade must continue to be very great, but do not the facts which we have named suggest prudence? Do they not call for a husbanding of surplus means, and economy of management, in order that such a falling off in business as may reasonably be expected may yet leave a satisfactory amount of net earnings.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$1,292,184 93	$1,273,793 44
" freight	3,312,067 73	3,740,203 07
" express	92 827 18	84.949 42
" U. S. mail	55,529 63	74,050 54
" miscellaneous	96,795 42	105,913 76
	$4,849,404 89	$5,278,910 23
Expenses viz:		
Conducting transp.	$630,977 08	$722,652 30
Motive power	763,156 04	829 898 56
Maintenance of way	862,539 70	976,819 18
" cars	258,868 89	300,163 02
Taxes	161,697 46	117,757 97
General expenses	108,926 68	133,533 74
	$2,786,105 85	$3,080,824 77
Net earnings	$2,063,299 04	$2,198,085 46
Add balance to credit of income account, December 31, 1870		285,238 48
Total to be accounted for		$2,483,323 94

Disbursed as follows:

Payments to first mortgage sinking fund	$52,000 00
Dividend March, 1871, 5 per cent,	567,475 00
Dividend September, 1871, 5 per ct.	567 530 00
Interest on income bonds	76,090 00
Interest on sinking fund bonds	20,650 00
Interest on 1st mortgage bonds	166,810 00
U. S. tax on dividends	21,092 88
Rent paid Joliet & Chicago R. R. Co	159,489 32
Rent paid St. Louis, Jacksonville & Chicago R. R. Co	240,000 00
Improvements in 1871, paid from earnings	121,525 93
Rental paid L. and M. R. R. Co.	11,645 00
Interest on St. Louis, Jacksonville and Chicago guaranteed bonds	32,060 00
Surplus, December 31, 1871	446,955 81
Total, as above	$2,483,323 94

The gross receipts from traffic exceed those of the preceding year $429,505 34, or about nine per cent. The net receipts show an increase of $134,786 42, or six and a half per cent. The operating expenses, (exclusive of taxes), amount to 56.13 per cent. of gross receipts; including taxes 58.36 per cent. During 1870 the operating expenses were 54.11 and 57.40 per cent., respectively. The President in his Report says:

The increased ratio of operating expenses in 1871 is due, largely, to exceptional causes. In March the depot buildings and engine house at East St. Louis were destroyed, and considerable damage was done to other property of the Company, by a Tornado. In October Chicago was visited by a terrible conflagration, from which your Company suffered a loss in buildings and property destroyed, not covered by insurance, of about one hundred thousand dollars. The cost of repairs and replacements rendered necessary in each case is charged in the account of Operating Expense.

The receipts from Passenger Traffic are $18,391 49, less than in 1870. The number of passengers transported during the year was 715,662, a decrease of 16,869, or 2.3 per cent., compared with the preceding year. Of the whole, 94.6 per cent. traveled between local stations, and 5.4 per cent. were through passengers.

The average sum paid by each passenger, including through and local, was one dollar and seventy-eight cents.

The number of pieces of baggage entrusted to the agents of the Company by passengers, during the year, was 168,856 or about 450 per day. The amount of claims for lost, stolen and damaged baggage, during the year, was only $178 40.

We are happy to be able to add, that in no case during the year did any injury occur to a passenger upon your trains.

So many new lines of railway have been built during the last three years, intersecting and crossing your lines, that we now have competition at all important stations, but such is the character and basis of your traffic, that it is gratifying to be able to report an increased tonnage of freight transported in 1871, over 1870, of 19 per cent. The aggregate being 2.522,064,279 lbs. in 1870, and 3,002,991,752 lbs. in 1871.

The proportion between through and local freights being 10.46 per cent. of the former to 89.54 per cent of the latter.

The aggregate receipts from Freight Traffic show an increase of $428,135 34 or about 13 per cent.

The Coal Traffic upon your lines continues to increase. It commenced in 1865 with only 6,000 tons. It has increased to 338,324 tons in 1870, and 381,936 tons in 1871, or nearly 13 per cent. during 1871.

Your property has been, in all departments, fully maintained in first-class condition. Two thousand two hundred tons of steel rails, five thousand three hundred tons of new and re-rolled iron rails, eighteen hundred tons of repaired rails, and one hundred and ninety-nine thousand two hundred and sixty-eight new cross-ties have been used in repairs and replacements of materials in the tracks.

Five and one-quarter miles of new side tracks, and nine miles of double-track, have been added during the year.

Experience proves that it is good policy to substitute steel rails, in the place of iron rails, where a heavy traffic occurs, and about twenty five miles of steel rails will be laid during the present year.

The whole number of Miles Run by Locomotives during the year was 3,359,997, or at the rate of 28,000 miles per annum for each engine.

The cost of motive power per mile run, compared with 1870, is as follows:

1870.		1871.	
Repairs	6.76 cents.	Repairs	6.45 cents.
Wages	6.61 cents.	Wages	6.54 "
Fuel	8.85 cents.	Fuel	8.00 "
Oil and waste	0.96 cents.	Oil & waste	0.85 "
Cleaning etc.	1.25 cents.	Cleaning etc.	1.26 "
	24.43 cents.		23 10 cents.

Showing a reduction of 1.33 cents per mile.

The number of miles run to a cord of wood, was 41 in 1870, and 45 in 1871. The amount of coal consumed per mile run was the same in each year, being 40 miles run for each ton.

The traffic of the present year will require an additional number of engines and cars. Twenty engines have been ordered for delivery during April, May and June.

Four first-class Passenger Coaches, ninety-four House cars, one hundred and five Combination Freight, and seven Drovers' Cars, have been added by construction at the shops of the Company, during the year. The number and description of cars upon your lines, at its close, may be stated as follows:

Pullman Palace Sleeping Cars	12
Pullman Dining Cars	5
Passenger Cars	51
Baggage and Mail Cars	14
Express Cars	8
Combination Freight Cars	105
House Freight Cars	1,414
Stock Freight Cars	297
Drovers' Cars	7
Platform Cars	639
Tool and Wrecking Cars	5
Paymaster's Cars	1
Total	2,558

The number of Locomotives owned by your Company at the close of the year, is One hundred and Twenty-five. Fifteen were purchased at the Schenectady Locomotive Works, and two built at the shops of the Company, during the year. One hundred and eleven are "coal burners," and fourteen "wood burners."

The condition of both Engines and Cars has been fully maintained, with the exception of 113 Cars burned at Chicago during the great fire of October 9th. Other cars are in process of construction to replace those destroyed.

The following summary, taken from the accounts relating to the Mileage of Cars, &c., will be found of interest:

Aggregate number of miles run by Chicago and Alton Cars, exclusive of Construction Trains	27,586,527
Average of each Car	11,740
Miles run by Loaded Cars on Chicago and Alton R. R.	19,470,695
Miles run by Empty Cars on Chicago and Alton R. R	6,601,370
Total miles run	26,470,695

Ratio of Loaded to Empty Cars, about 3 to 1.

Miles runs by Chicago and Alton Cars on other roads	4,418,277
Received for use of Chicago and Alton Cars on other roads	$66,221 92
Miles run by "foreign" Cars on Chicago and Alton R. R.	3,302,445
Paid for use of "foreign" Cars on Chicago and Alton R. R	$45,401 39
Difference in "foreign" Mileage in favor of Chicago and Alton R. R.	1,115,832
Difference in Mileage Account with other lines in favor of Chicago and Alton R. R.	$20,820,53
Average Earnings for Mileage of each C. & A. "Blue Line" Car	364 53

At the commencement of the year this Company was operating 511 miles of Railway, as follows:

	Miles.
Chicago to Joliet, (under perpetual lease)	38
Joliet to East St. Louis, (owned by your Company)	242
Dwight to Washington, with Branch to Lacon, (owned by your Company)	80
Bloomington to Godfrey—St. Louis, Jacksonville and Chicago R. R., (under perpetual lease)	151
Total	511

During the year it has constructed, and now owns, a line from Roodhouse, a point on the St. Louis, Jacksonville and Chicago Road, to a point on the east bank of the Mississippi River opposite Louisiana, in Missouri, a distance of 37.6 miles.

This line has been constructed in a very substantial manner, including an Iron Bridge, 1,200 feet in length (with a draw for the passage of boats), at the Illinois River.

It has been constructed upon the financial basis set forth in our last Annual Report, at a cost of $1,217,097. The franchise was obtained through the St. Louis, Jacksonville and Chicago R. R. Co., without cost to your Company, and under the terms of the contract that Company has issued its First Mortgage Bonds at the rate of $15,000 per mile, and its Second Mortgage Bonds at the rate of $5,000 per mile, to aid in providing a construction fund. The payment of the principal and interest of these Bonds is assumed by your Company.

Under the terms of the contract and lease agreed upon and executed by your Company and the Louisiana and Missouri River R. R. Company, as set forth in our last Report, 51 miles of the lines of that Company have been completed, from Louisiana to Mexico. Your Company has also purchased a Steam Ferryboat, with capacity for transferring an entire passenger train, or twelve freight cars, across the Mississippi River at one time.

These lines (from Roodhouse to Mexico) were opened for through traffic on the 30th day of October, last, making an aggregate of 599.6 miles operated by our Company during the last two months of the year.

The work of preparing the road bed for the iron on the lines of the Louisiana and Missouri River R. R. Co., from Mexico, West, and from Mexico, South west, to Jefferson City, has not been prosecuted as rapidly by that Company, as its contract requires. Track laying is now in progress on the latter line, and will be completed to Jefferson City early in the spring. It is due to the officers of that Company to state that the delay on their part has been occasioned by unexpected financial difficulties which, it is hoped, they will soon be able to surmount.

The line from Roodhouse to Mexico forms a connection between the lines heretofore controled by your Company and the St. Louis, Kansas City and Northern Railway (formerly North Missouri,) and the co-operation of that Company with yonrs enables us to form a through line between Chicago and Kansas City shorter than any other in operation.

Our experience during the few weeks that the through line has been in operation, has not been sufficient to form a very reliable basis for estimating future traffic, as the Mississippi River from Cairo, Northward, has been for a considerable part of the time obstructed by ice, so as to render the transfer of cars impracticable by ferry. We are, however, confident in the belief that the traffic of the "Louisiana Through Line" will be fully equal to our previous anticipations.

The operation of the several lines purchased and those leased, continues to show, in each case, by direct returns from traffic, and in many other ways, the importance of your control over them.

GENERAL BALANCES, DECEMBER 30th, 1871.

Cost of road and equipment	$14,427,600 65	
Machinery and tools	175,997 95	
L. H. Meyer and S. J. Tilden, trustees, bonds, etc. in their hands per contra	37,813 39	
Bonds held by trustees on renewal account	50,000 00	
Chicago and Mississippi R. R. Co. bonds, etc., owned by this Co.	2,500 00	
St. Louis, Jacksonville and Chicago R. R. Co. stock--cost	36,440 09	
T. B. Blackstone, trustee, interest in palace cars	20,000 00	
Joliet and Chicago R. R. Co. bonds—cost	86,691 53	
Income bond script	1,039 50	
Bloomington city bonds	24,000 00	
Louisiana Branch securities—unsold	202,000 00	
Western Division—cost of construction	1,096,979 11	
Louisiana Branch—cost of construction	1,217,097 00	
Louisiana and Mo. River R. R.—cost of construction	721,636 72	
Township bonds	96,000 00	
Louisiana and Mo. River R. R. Co., advances for interest on bonds, etc., account of rental	96,470 20	
Trustees of first mortgage sinking fund bonds, balance in their hands	424 76	
Post Office Department—due for mail services	31,569 16	
Due from other companies for mileage, track service, etc.	19,142 08	
Bills receivable, and sundry debts due the company	6,469 74	
Due from insurance co., for property burned—estimated	15,000 00	
Due from stations	83,248 14	
Supplies on hand	$992,023 79	
Less amount set apart for supplies	500,000 00	
		492,023 79
Cash on hand		47,904 72
		$18,998,048 53

Capital stock—preferred		$2,425,400 00
Capital stock—common		8,929,900 00
		$11,355,300 00
Funded debt—		
First mortgage bonds	$2,400,000	
Income bonds	1,100,000	
Sinking fund bonds	256,000	
St. L., J. & C. R. R. Co. guaranteed first mortgage bonds	564,000	
St. L., J. & C. R. R. Co. guaranteed second mortgage bonds	188,000	
		4,508,000 00
Sinking fund bonds, paid and cancelled		344,000 00
Common stock scrip outstanding		72 00
Sundry bonds and stock, unissued, per contra		37,813 39
Louisiania and Missouri River R.R.—engineer's estimates on construction account		831,650 66
M. K. Jesup & Co.—paid by them for construction in Missouri from special fund in their hands as trustees		1,121,502 48
Due St. Louis, Jacksonville and Chicago R. R. Co.—on account of rental		52,541 38
Due United States for Government tax		23,128 44
Unclaimed coupons, past due six months		1,337 11
Unclaimed dividends, old		732 70
Unclaimed wages, including December pay rolls		185,157 35
Balances due other companies for tickets sold, less balances due this company		10,110 29
Due for supplies purchased in December		63,216 79
Due sundry persons and companies		16,529 13
Income account—balance December 30, 1871		446,955 81
		$18,998,048 53

President.—T. B. BLACKSTONE.

Directors.—Wm. F. Weld, John A. Stewart, Peyton R. Chandler,—Term of service expires first Monday in April, 1872. John Crerar, Lorenzo Blackstone, John J. Mitchell—Term of service expires first Monday in April, 1873. T. B. Blackstone, John B. Drake, D. Willis James—Term of service expires first Monday in April, 1874.

Secretary and Treasurer.—W. M. LARRABEE.

General Superintendent.—J. C. MCMULLIN.

Northern Pacific Railroad.

(From the *Money Market Review*, London.)

"In whatever way the Northern Pacific Railroad is regarded, whether as to executive management, route, resources, or business, it is a great enterprise of universal interest. The northern portion of the American Continent is rapidly becoming the bond of union between the trade of Asia and of Europe. Its railways, and especially the Northern Pacific Railway, will naturally command a great through traffic; and the local business will increase year by year with the development of the country. The line passes through one of the best wheat-growing regions in the world, and through districts teeming with many kinds of mineral wealth. These are the elements that attract population, and population implies industry, by which wealth is accumulated and distributed."

☞ The Montreal and Plattsburg Railroad will pay its first quarterly dividend of $1 50 per share, in cash, at the office of the Rutland Railroad Company.

Statistics of Commerce and Navigation.

The following is an abstract of the Report of the Bureau of Statistics, (now in press) showing the Foreign Trade of the United States for the the calendar year ending December 31, 1871, compared with the corresponding period of 1870:

	1870.	1871.
Imports	$486,821,818	$589,909,719
Domestic exports, (specie values)	453,875,722	511,186,000
Foreign exports	30,660,116	26,797,957

The value of foreign commodities remaining in warehouse December 31, 1871, was $68,941,253, as compared with $55,616,781, December 31, 1870.

The respective amounts of the imports and exports for the twelve months ending December 31, 1870 and 1871, which consisted of merchandise and of specie and bullion, were as follows:

1871.	Imports.	Domestic exports.	Foreign exports.
Mdze.	$572,510,301	$445,553,658	$14,788,829
Specie and bullion	17,399,415	65,632,342	12,009,128

1870.	Imports.	Domestic exports.	Foreign exports.
Mdze.	$461,151,151	$387,779,405	$15,805,708
Specie and bullion	25,670,667	66,096,317	14,854,408

Of the total imports and exports, the comparative values carried in American and foreign vessels, and in cars and other land vehicles, respectively, during the twelve months ending December 31, 1870 and 1871, were as follows:

1871.	Imports.	Domestic exports.	Foreign exports.
American	$172,017,799	$172,044,460	$8,509,033
Foreign	401,892,186	383,040,525	15,849,293
Land vehicles	15,999,734	6,723,396	2,439,628

1870.	Imports.	Domestic exports.	Foreign exports.
American	$155,935,174	$183,001,794	$13,128,057
Foreign	323,503,702	321,006 706	16,200,033
Land vehicles	7,382,942	2,943,575	1,331,926

From the two preceding tables it appears that of the total amount of our foreign commerce carried by water, over sixty-nine per cent. was in foreign vessels during the calendar year 1871, as compared with sixty-five per cent. in 1870.

Vessels engaged in the foreign trade entered into and cleared from the United States during the twelve months ending December 31, 1870 and 1871:

	Entered.		Cleared.	
1871.	No.	Tons.	No.	Tons.
American	11,058	3,798,361	10,864	3,768,978
Foreign	19,551	6,929,377	19,433	6,783,289
Total	30,609	10,727,738	30,297	10,552,267

	Entered.		Cleared.	
1870.	No.	Tons.	No.	Tons.
American	10,506	3,578,125	10,335	3,617,872
Foreign	18,701	5,621,865	18,646	5,557,517
Total	29,207	9,199,990	28,981	9,175,389

The report contains several statements exhibiting the statistics of immigration into the United States during the quarter ending December 31, 1871, from which it appears that the total number arrived was 95,138, of whom 16,485 were passengers not immigrants, leaving the actual immigrants at 78,653, of whom 44,361 were males, and 34,292 females.

The total number of immigrants arrived during the twelve months ending December 31, 1871, was 346,938 of whom 204,728 were males, and 142,210 females.

☞ Hon. J. Porter, of Strong, Me., has been elected President, and P. H. Stubbs Clerk of the Sandy River Railroad Company.

Copper and Iron Business of Lake Superior.

The *Mining Gazette*, published at Houghton, Michigan, gives the following statement of the Lake Superior Copper Ore Product from 1845 to 1872:

	Tons.
1845 to 1854	7,642
1854 to 1858	11,312
1858	3,500
1859	4,200
1860	6,000
1861	7,400
1862	9,962
1863	8,548
1864	8,472
1865	10,791
1866	10,306
1867	11,735
1868	13,049
1869	15,288
1870	16,183
1871	16,071
Total	160,529

	Tons.	Lbs.
Houghton county	12,791	1,595
Ontonagon county	938	1,407
Keweenaw county	2,340	1,391
Total in 1871	16,071	393
Total in 1870	16,183	39
Decrease in 1871	111	1,646

Approximate statement of Ingot Copper produced and its value:

	Tons.	Value.
1845 to 1858	13,955	$9,000,500
1858	4,100	1,886,000
1859	4,200	1,890,000
1860	6,000	2,610,000
1861	7,500	3,337,500
1862	6,300	3,402,000
1863	6,500	4,420,000
1864	6,500	6,110,000
1865	7,000	5,145,000
1866	7,000	4,760,000
1867	8,200	4,140,000
1868	9,985	4,592,000
1869	12,200	5,368,000
1870	12,946	5,696,240
1871	12,857	6,171,360
Total	124,243	$68,528,600

Total amount of Ore and Pig Iron produced:

	Tons. Iron Ore.	Tons. Pig Iron.	Value.
1856	7,003	.....	$28,000
1857	21,000	.....	60,000
1858	31,035	1,629	249 202
1859	65,679	7,258	575,529
1860	116,998	5,660	736,496
1861	45,430	7,970	419,401
1862	115,721	8,890	984,977
1863	185,259	9,813	1,416,935
1864	235,123	13,832	1,867,215
1865	195,256	12,283	1,590,430
1866	296,872	18,437	2,405,960
1867	460,320	30,911	3,475,720
1868	493,290	36,425	3,676,700
1869	643,238	38,504	4,973,435
1870	856,471	47,848	5,339,804
1871	813,379	51,225	6,013,445
Total	4,582,074	290,385	$33,813,249

☞ A railroad is projected from Montpelier to Barre, Vt. The Vermont Central management have proposed to the Barre people that if they will give $50,000, and raise $50,000 more on a guarantee of 7 per cent. per annum, the road shall be built at once. The proposition has been accepted, and the money nearly all raised. The contract is to be closed this week.

The Goat Island Terminus Scheme.

The following article from the Sacramento *Daily Record* gives the railroad view of this question:

The San Francisco opponents to the Goat Island terminus scheme have, in their anxiety to make some capital, placed themselves in a position very hard to defend. At the outset of the controversy they relied chiefly upon the assertion that the building of a solid bridge from Oakland to Goat Island would injure the bar at the mouth of the harbor by obstructing the flow of the tides. When they were reminded that the bill before Congress called for an open and not a solid bridge, they sought to maintain that even piling would injure the bay. This was too feeble an argument to hold good for any length of time, and now they boldly throw themselves back on the assertion that the terminus ought not to be at Goat Island, because it will take money out of the pockets of the wharfingers and middlemen! This is, in effect, the latest argument of the organ of the warehousemen, the *Alta*, and it is of a piece with the short sighted policy which the business men of San Francisco have made themselves notorious by.

San Francisco is so situated geographically that it is very difficult to approach her by railroad from any part of the State. Her position is, in fact, almost as disadvantageous as that of a commercial city could well be. Under the circumstances, common sense should have demonstrated the necessity of removing every removable hindrance to commerce and navigation. When the Spartan soldier complained that his sword was too short he was told to "add a step to it." That is the principle that should have actuated the people of the metropolis. Their sword was too short, but they could have made it serviceable by adding industry and extra enterprise to it. Instead of this, however, they cast about to increase the difficulties which nature had enveloped them with. As it was, no railroad could approach them closely; but they said, we will make our wharves a rich source of revenue. We will stand at the Golden Gate as the robber barons of the middle ages stood in their castles and towns, and will exact heavy toll from all the merchandise that passes. This has been nearly all the policy that San Francisco has ever had, and on the strength it she assumes a right to dictate to the State, and even to the nation, as to the terminus of the Pacific railroad. Just as long as the farmer who grew the grain in the interior, and the shipper who transported it abroad, were compelled by the lack of other accommodation to pay toll at the San Francisco wharves, just so long were those exorbitant tolls maintained, in defiance of reason, justice, and commercial policy. The people there believed they had a monopoly, and that the business must come to them under any circumstances. So they poohpoohed all remonstrance, continued to charge tremendous rates, scarcely took the trouble to keep their wharves in decent repair, and brought themselves into discredit at home and abroad.

For many years they had things all their own way. There was none to molest or make them afraid. The ships had to come them; the grain had to come to them. They grew rich, and became still haughtier and less reasonable. Of course the managers of the Pacific Railroad desired to make the terminus of the great transcontinental line in the chief city of the coast, and naturally it was supposed that San Francisco's own interests would induce her to facilitate this enterprise. But San Francisco was not to be taken by storm in that way. She had grown up in the belief that she was born with a golden spoon in her mouth, and that her future was secured beyond any possible rule. So her Chamber of Commerce and other soap-peddling incapables gathered together and resolved that, as the railroad was bound to come into the city eventually, whether the company wanted to or not, it was not advisable to give them any special facilities, but rather it might be policy to snub and put them

off. In accordance with these suggestions the city put off the matter as long as it could, and at last, very ungraciously and with much grumbling, appropriated to the use of the company a tract of sixty acres, which was in the first place completely cut off from the water front, and was secondly so mangled by streets and alleys as to be virtually worthless for depot purposes. The company put up with the slight as well as it could, and proceeded with its business. In the course of time it became evident that large depot accommodations must be had somewhere, and a considerable parcel of land was obtained in Oakland. As, however, the freight continued to pass through the hands of the San Francisco wharfingers, they made no objection to what was going on, nor did they take alarm until it began to appear that the result of their greed and shortsightedness would eventually be to drive not only the railroad, but the railroad business away from their hands. Then commenced the howl of alarm which has been echoed through the columns of the *Alta*, and which has finally found expresson in a bitter complaint of the injustice of a scheme which proposes to stop the extortionate charges of these commercial harpies. It is impossible to feel any sympathy for such men. They have not yet sense enough to see that commerce will never consent to be bound in their selfish shackles, but that the shipping must and will go where the charges are lightest and the facilities greatest. It matters nothing to the State that a few hundred men who have gained a living as agents, by taking tolls from the farmer and the shipper, should lose their occupation. But it matters everything that the producer and the consumer should be afforded the most perfect facilities for commercial transactions, and that is what is aimed at in the Goat Island grant. The grant is in the interest of the State and nation, as against a small clique of middlemen in San Francisco.

Iron in the United States.

Mr. Henry McAllister, Jr., Secretary of the American Iron and Steel Association, having their office in Philadelphia, has completed his report for the last year. It contains a review of the history of the iron manufacture in the United States, and discusses the tariff question. It also contains numerous statistical tables, showing the production of the various kinds of iron. From these tables, it appears that the production of anthracite pig iron, in 1871, in the Lehigh region, was 372,000 tons, the product of 43 furnaces, many of which were out of blast during a considerable part of the year. The production of the furnances in the Schuykill region, during the same time, was 157,305 tons. The furnaces from Harrisburg down along the Susequehanna made, in 1871, 143,777 tons, and above Harrisburg, 90,600 tons. The whole production of anthracite pig iron in the United States, in 1871, was 957,608, of which Pennsylvania made 714,700 tons. The production of raw bituminous coal and coke pig iron was 570,000 tons, and of charcoal 385,000 tons, making the total production of pig iron in the United States 1,912,608 tons. The utmost present annual capacity of the blast furnaces of the United States is estimated at about 2,500,000 tons.

The total production of rail in the country in 1871 amounted to 775,733. Of this amount, 715,691 tons were iron and 60,042 tons steel and steel headed. The following statement shows the localities in which these rails were manufactured:

State.	Tons.	State.	Tons.
Pennsylvania	335,604	Maine	13,383
Illinois	91,178	Indiana	12,778
New York	87,022	Tennessee	9,667
Ohio	75,782	Missouri	8,200
Maryland	44,941	New Jersey	6,700
Wisconsin	28,774	Georgia	7,840
Massachusetts	28,864	West Virginia	5,000
Michigan	14,000	Kentucky	6,000

The reports received from the rail mills indicate that a large number were in operation during a part of last year only. There are forty-eight rail mills in the country, and their utmost capacity is placed at about 1,000,000 tons.

During 1871 the rails imported amounted to 572,386 tons, making the total consumption in the United States 1,348,119 tons. The product of the forges and bloomeries of the country amounted to 63,000 tons in 1871—about 10,000 tons below the average of the last ten years.

The following table exhibits the amount of pig iron produced in the United States in tons of 2000 pounds during the past eighteen years:

Year.	Anthracite.	Charcoal.	Raw Bitum. Coal & Coke.	Total.
1854	339,425	342,298	54,485	736,218
1855	381,866	339,922	62,390	784,178
1856	443,113	370,470	69,554	883,137
1857	390,385	330,321	77,451	798,157
1858	361,430	285,313	58,351	705,094
1859	471,745	284,041	84,841	840,627
1860	519,211	278,331	122,228	919,770
1861	409,229	195,278	127,037	731,544
1862	470,315	186,660	130,687	787,662
1863	577,638	212,005	157,961	947,604
1864	684,918	241,853	210,125	1,135,996
1865	479,558	262,342	189,682	931,582
1866	749,367	332,580	268,396	1,350,343
1867	798,638	344,341	318,647	1,461,626
1868	893,000	370,000	340,000	1,603,000
1869	971,150	392,150	553,341	1,916,641
1870	930,000	365,000	570,000	1,865,000
1871	957,608	385,000	570,000	1,912,608

The production of rolled and hammered iron other than rails in 1871, is estimated as follows: Merchant bar and rod, 330,000 tons; sheet and plate, 118,000 tons; hoop, 22,000 tons; nails and spikes, 155,000 tons; axles and others, 80,000—making a total of 700,000 tons. The product of steel is estimated at 82,000 tons, of which 45,000 tons were made by the Bessemer process.

Whitehall and Plattsburg Railroad.

The friends of this enterprise have been both patient and persevering. Men of less pluck would long since have given up in despair. But, believing in the necessity and practicability of the work, they have continued to hope, until now there is every probability that their efforts are to be speedily crowned with success.

We noticed a few days since the selection of a Board of Directors to prosecute this work, who have the energy and means to accomplish whatever they undertake. And on Wednesday last the Assembly complied with the request of Mr. Tobey and his associates from the counties directly interested, and passed the bill re-appropriating an unexpended balance of $70,000 to aid in the construction of the road. The unanimity with which this bill was passed indicates the interest felt in the work by the representatives from other sections who have been more fortunate than the counties through which this road is to run, in securing favors from the State. It was a right thing courteously done. This appropriation is a dividend on the hundreds of thousands of dollars which Washington, Essex, Clinton and Franklin counties have paid to enrich other sections of the State.

As a further guarantee of the early consummation of this long deferred enterprise, its completion is necessary to secure the northern outlet desired by the Delaware and Hudson Canal Company. That company has possession of the Albany and Susquehanna and the Rensselaer and Saratoga roads. When Whitehall and Plattsburg are united by railroad, not only will the iron mines of our northern counties be tapped, but this enterprising company will have a through connection, at all seasons, with the neighboring Province.

As we understand it, this "new departure" of the through road will not necessarily interfere with the present cut-off to Rutland. That outlet—which became a necessity to the people benefitted by it because of the delay in pushing forward the more desirable through line—will remain intact; but this greater enterprise will become the chief avenue of trade and travel between the St. Lawrence and the Atlantic border.

We congratulate our northern friends upon "the good time coming" to them. They have rapidly advanced in material prosperity in spite of their isolation. When this road shall be completed, it will give a new impetus to their industry by ensuring free access to their inexhaustible mineral wealth at all seasons.—*Albany Journal, March* 30.

Interest on the Virginia Debt.

General Asa Rogers, second auditor of Virginia, has issued a circular containing the following explanations of the acts passed at the late session of the General Assembly, in relation to the payment of interest on the public debt:

It will be seen, therefore, that upon the bonds issued under the funding act of March 30, 1871, two per cent. interest on the six per cent. stock, and one and two-thirds per cent. on the five per cent. stock will be paid for January 1 and July 1, 1872, and upon the principal of the registered and coupon stock, not funded, under the provisions of the funding act, the same rate or proportion will be paid upon two-thirds of such stock.

The amount paid on coupons and registered stock not funded, will be stamped on the coupons and certificates, and they will be returned to the owners. Hence the certificates referred to must be presented here.

The interest will be paid upon the new registered bonds to the party in person, or to his order, without presentation of stock here. No interest will be paid on fractional certificates. No certificates for balance of interest unpaid on registered stock will be issued, but it will stand credited on register.

No interest can be paid upon arrears of interest due, until parties fund it under the act of March 30, 1871.

The funding of stock under said act will continue, with the omission of the words "receivable at and after maturity, for all taxes, debts and demands due the State," on the coupons.

Parties may fund into registered stock at once, but coupons bonds will not be prepared for issue till about the 25th of April.

The payment of interest at this office will commence on the 1st of April.

Finances of Pittsburg.

The gross receipts during the year ending January 31, 1872, (including the balance in the Treasury January 31, 1871, and receipts from the sale of Water bonds,) were $1,278,534 20; and the disbursements for the same period, including water extension, were $1,190,151 14—leaving a balance in the Treasury, February 1, 1872, of $88,351 14. The following is a summary of the liabilities of the city:

Old municipal bonds	$184 800 00
Lawrenceville bonds	31,652 86
Fifth Avenue market property bonds	65,000 00
Fifth Avenue market bonds	25,000 00
Pittsburg, Farmers' and Mechanics' Turnpike bonds	40,000 00
Old Railroad bonds, uncompromised	63,000 00
Water extension bonds	954,900 00
Funded debt bonds	500,000 00
Compomise railroad bonds and scrip	2,157,456 21
Floating	10,316 50
	$4,042,126 57

☞ The Albany (Ga.) *News* says that the business of the Brunswick and Albany Railroad is rapidly increasing, and strong hopes of its early completion are entertained by the friends of the enterprise. Daily trains are now run between Brunswick and Albany, a distance of 172 miles, and although the amount of travel is limited the transportation of lumber is enormous.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,500	261,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,285	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,869	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,530	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,646	230,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	279,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,48[illegible]
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	618,065	529,617	606,845	588,661	695,446	733,989	714,854	834,208	855,845	761,964	719,909	.....	.....
1872	642,466	527,068	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.373	4,371 0[illegible]3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384.431	412,030	406,283	363,187	326.891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 330 583
1867	242,796	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	284,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	436.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837.351	586.779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525.490	755,433	904,834	499.463	630,680	1,232.903	1,454,026	1,294,621	1,235.366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514.493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230.340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144.164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152.909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	106,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124.988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,797	156,292	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252.343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,762
1871	365.174	328.791	393,455	444,210	463,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	625,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	864 051	728,521	719,698	570.168	505.053	7,654,094
1871	479,573	373,925	499,599	584,540	724,466	728,174	673,696	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	278,936	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	...
Dec. 31,'68	31.00	479	73	Baltimore City..... Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1	, 1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	105½
Sept. 30,'70	3.26	20	4	Central City (Syracuse)....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9½	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44½
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,508	1,139	—	100	100	...
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	...
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,291	—	25	10½	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	68
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	90
Dec. 31,'70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	...
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,000	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City).N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	...
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,199	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.)..Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	21
Dec. 31,'70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lanab.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,839	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3 600	3,010	4	100	100	....
Oct. 31,'70	3.55	40	15	Worcester .....Mass.	48,205	40,000	20,000	8,056	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	187[illegible]	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'n & Fordh.: 1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J	1880	....
1st Mortgage.....	15,000	6	J.& J	1880	....
Salem: 1st Mortgage.....	35,600	6	J.& J	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1,	100,000	7	J.& J	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1	500,000	7	J.& J	1875	....
Real estate.....	500,000	7	J.& J	—	....
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J	1885	....
Utica, Clinton & Bingham. 1st Mortgage.....	200,000	7	J.& J	1887	....
Watervliet. 1st Mortgage.....	130,000	7	J.& J	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage.....	20,000	6	A.&O	187[illegible]	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,2[illegible]6,350	— & —	----
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	----
" " pref. 100	821,664	J. & J.	July '71 3½
Atlantic and St. Law* .. 100	2,494,900	M. & S.	Sept. '71 2
" " new 1870. 100	1,500,000	— & —	----
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio 100	13,151,962	A. & O	Oct. '71 4
Washington Br. 100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref .. 50	5,680,685	— & —	----
Berkshire* 100	600,000	J. A J&O	Apl. '72 1½
Bloomsburg & Corning* .. 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	----
Agricultural Br. guar .. 100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '71 3
Boston and Lowell 500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine 100	4,471,275	M & N.	Nov. '71 5
Boston and Providence. 100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie* . 100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv. 100	1,380,000	J. & J.	Jan. '72 4
" " pref. 100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* .. 100	5,847,800	J A J.O.	Apl. '72 2½
Camden and Atlantic ... 50	377,100	— & —	----
" " pref. 50	752,700	— & —	----
Cape Cod 50	915,577	J & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '71 3
Catasauqua & Fogelsv.. 50	423,900	Novemb.	Nov. '71 6
Catawissa* 50	1,1[illegible]9,500	— & —	----
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.* 100	6,850,400	F. & A.	Aug '71 1½
" " pref. 100	769,600	F. & A.	Aug. '71 3½
Central of Georgia 100	4,666,800	J & D	Dec. '71 5
Central of New Jersey. 100	15,000,000	J.A J&O	Apl. '72 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '71 3
" pref. 50	400,000	J. & D.	Dec. '71 3
Chemung* 100	380,000	J.A J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton 100	8,925,500	M. & S.	Mar. '72 5
" " pref. 100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy. 100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras* 100	3,9[illegible]6,300	J. & J.	Jan. '72 5
Chicago & N. Western. 100	14,720,959	J. & D.	June '71 5
" " pref. 100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton* .. 100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* .. 50	2,967,800	— & —	----
" " pref. 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind. 100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,067,589	M. & N.	Nov. '71 3½
Cleveland & Pittsburg* . 50	7,494,588	F.M.AN	Feb. '72 2½
Col., Chic. & Ind. Cen.* . 100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia* .. 50	4,[illegible]80,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val. 100	848,964	— & —	----
Concord 100	1,500,000	M. & N.	Nov. '71 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '72 3½
Conn. & Passump. Riv. 100	2,084,200	F. & A.	Feb. '72 3
Connecticut River	1,[illegible]	J. & J.	Jan. '72 5
Cooperstown and Susq. 100	307,[illegible]88	— & —	----
Cumberland Val.*	1,325,000	A & O.	Oct '71 4
Danbury and Norwalk .. 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw & Westn. 50	18,508,850	J.A.O.J.	Apl. '72 2½
Detroit & Milwaukee* .. 50	452,300	— & —	----
" " pref. 50	2,090,000	J. & J.	Jan. '72 2
Dubuque & Sioux City* 100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy* 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.) 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand* . 100	600,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref. 100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	----
Grand Trunk, (Ca.) 100	14,367,946	— & —	----
Great Western, (Ca.) .. 100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '71 5
Harlem Extension 100	4,000,000	— & —	----
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven. 100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	----
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	----
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago* 100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So. 100	34,446,500	F. & A.	Feb. '72 4
" " (guar.). 100	533,500	F. & A.	Aug. '71 5
Lawrence* 50	260,200	— & —	----
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.* 50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '72 3½
Long Island 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville. 100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence .. 100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	Feb. '72 2½
Macon and Western 100	2,500,000	J. & D.	Dec. '71 5
Maine Central 100	3,400,500	— & —	----
Manchester and Law... 100	1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnati .. 50	1,372,891	— & —	----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Mingohill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul. 100	11,822,878	J. & J	Dec. '70 7s
" " pref. 100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex* 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell 100	720,000	M. & N.	Nov. '71 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley* .. 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York* .. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton. 100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12
N Haven & Northamp... 100	605 000	J.A. J.O.	Jan. '72 2½
New Jersey* 100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern* 100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R.. 100	45,000,000	A. & O	Apl. '72 4
" " Certif... 100	44,428 330	A. & O.	Apl. 72 4
New York and Harlem. 100	8,500,000	J. & J.	Jan. '72 4
" " pref. 100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven. 100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston. 100	2,000,000	J.A. O.J.	Apl. '72 2½
Nieg. Bridge & Canand* 100	1,000,000	J. & J	Jan. '72 3
North Carolina* 100	4,000,000	irregular.	July '71 3
N. Eastern (N C.) pref.. 100	111,000	M. & N.	May 67 4
North Pennsylvania 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov. '71 3
Northern N. Hampsh... 100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey* .. 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.* 100	3,051,800	J. & J.	Jan. '71 3½
" " pref. 100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi ... 100	19,995,847	— & —	----
" " pref. 100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport. 100	4,959,026	J. & J.	Jan. '72 3
Oswego and Syracuse* . 100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri 100	3,635,750	— & —	----
Panama 100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson* . 100	630,000	J & J.	Jan. '72 5
Paterson and Newark* . 100	500,000	J. & J.	----
Paterson and Ramapo* . 100	248 000	J. & J.	Jan. '72 4
Pember. & Hightstown* . 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov. '71 5
Peoria & Bureau Val.* . 100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie* . 50	6,004,300	J. & J.	----
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton* 100	1,259,100	J.A. J.O	Apl. '72 2½
Phila., Wil. & Balt. 50	9,562,650	J. & J	Jan. '72 4
Pittsb., Ft. W. & Chi.* .. 100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp. 100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams. 100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates. 100	202,400	A. & O.	Oct. '71 3
Ports., Saco & Portsm.. 100	1,500,000	J. & J.	Jan. '72 5
Providence & Worcest.. 100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga * 100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesse Val.* . 110	557,500	— & —	----
Rome, Watert. and Ogd. 100	2,997,800	J. & J.	Jan '72 3
Rutland* 100	2,700,000	— & —	----
" preferred 100	4,300,000	F. & A.	Feb. '72 3½s
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	----
" " " pref. 100	2,040,000	May.	May '68 7
Saratoga and Schenec.* . 100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)* .. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) * . 100	3,939,900	F. & A.	Feb. '72 4
Staten Island 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.* . 100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	Nov. '71 3
Summit Branch* 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	----
Taunton Branch 100	500,000	J & J.	Jan. '72 4
Terre Haute & Indiana. 100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref. 100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush* .. 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River .. 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada* .. 100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass. 100	2,800,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.) 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Oct. '71 2½
West Jersey 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg* 100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	---- 2½
Baltimore City 100	800,000	J. & J.	Jan '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	----
Boston and Chelsea 100	110,000	A. & O.	Apl. '72 4
Broadway (Brooklyn) .. 100	200,000	J.A. J.O.	Oct. '71 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.A.M.N	Nov. '71 3
Brooklyn City & Newt. 100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica .. 100	488 100	— & —	----
Bushwick (Brooklyn) ... 100	302,000	J. & J.	July '71 3½
Cambridge 100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phila.) 50	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brook. 100	500,000	— & —	----
D. Dock. E. B'dw. & Bat. 100	1,200,000	F.M.A.N	Nov. '71 2
Eighth Avenue (N.Y.) .. 100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	---- 3
42nd St. & G. St. Ferry .. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,760	J. & J.	Jan. '72 3
Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton .. 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	----
Malden and Melrose 100	200,000	— & —	----
Metropolitan (Boston) ... 100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston) 100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.) .. 100	797,320	— & —	----
Orange and Newark 100	282,555	— & —	----
Philadelphia City 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M & N.	Nov. '69 8
Second Avenue (N.Y.) .. 100	888,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.) ... 100	750.000	M & N.	May '71 5
Third Avenue (N. Y.) ... 100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '71 3
South Boston 50	400,000	J.A. J.O.	Apl '72 2½
Union (Boston) 100	200,000	M. & N.	Nov. '71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	Dec. '71 3
Chesapeake and Ohio .. 25	8,229,594	— & —	----
Delaware Division 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson .. 100	15 000 000	F. & A	Feb. '72 5
Delaware and Raritan* . 100	5,847,400	J A. J.O.	Apl. '72 2½
Gre of Pennsylvania ... 50	64,000	— & —	----
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated) ... 100	1,025,000	F. & A.	Feb. '72 2
" (preferred) 100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,837,950	— & —	----
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water.. 50	2,002,746	— & —	----
Union 50	2,907,850	— & —	----
" preferred 50		— & —	----
W. Branch and Susq ... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express 100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City 100	1,000,000	— & —	----
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton 16½	731,250	— & —	----
Consolidation (Md.) Coal. 100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '72 5
Maryland Coal 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold 100	2,836,600	— & —	----
" pref 100	8,693,400	— & —	----
" certif 100	2,324,000	J. & J.	----
Pacific Mail Steamsh p. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	----	---- 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car 100	4,000,000	F.M.A.N	Feb '71 5
Quicksilver, common ... 100	5,700 000	— & —	----
" preferred ... 100	4,300,000	— & —	----
Spring Mountain Coal .. 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	----
Union Trust 100	1,000,000	J. & J.	Jan. '72 5
United States Express ... 100	6,000,000	F.M.A.N	Nov. '69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .. 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Apl. 1, 1872.					
Loan of June 14, 1858 .....registered	$8,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,734,000	6	Jan. & July.	1880	115
.. ..coupon	4,681,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,154,950	6	Jan. & July	1881	115
.. ..coupon	64,166,259	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	34,055,700	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon	254,624,800	6	" "	1882	112½
Loan of March 3, 1863.....registered	53,398,050	6	Jan. & July.	1881	115
.. ..coupon	21,601,950	6	" "	1881	115½
Loan of March 3, 1864 (5-20s).....registered	2,476,500	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s).....registered	36,839,900	6	May & Nov.	1884	112
.. .. .. (5-20s).....coupon	40,211,900	6	" "	1884	112½
Loan of March 3, 1865 (5-20s).....registered	42,619,450	6	May & Nov.	1885	109½
.. .. .. (5-20s).....coupon	120,166,700	6	" "	1885	113½
.. .. 2d series (5-20s).....registered	63,939,350	6	Jan. & July.	1885	111½
.. .. .. (5-20s).....coupon	165,541,550	6	" "	1885	111½
.. .. 3d series (5-20s).....registered	92,140,300	6	Jan. & July.	1887	112½
.. .. .. (5-20s).....coupon	228,835,200	6	" "	1887	113
.. .. 4th series (5-20s).....registered	12,942,500	6	Jan. & July.	1888	113
.. .. .. (5-20s).....coupon	26,323,500	6	" "	1888	113½
Loan of March 3, 1864, (10-40s)....registered	138,290,450	5	Mar. & Sept.	1904	108
.. .. .. (10-40s).....coupon	56,276,850	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	120,211,200	5	F. M. A. & N.	1881	110½
.. .. coupon	79,788,800	5	" "	1881	110½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	15,520 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	399,874,306	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	66
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	92,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	23
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,695	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,823	5	"	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. --Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)....	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	458,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'78-'87	93
Nebraska—(No Debt).....	.....	...	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105½
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	107½
.. — .. Bonds.....	21,089,000	7	" "	1877	107½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	37½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. (new).	1,759,000	6	April & Oct.	'92-'98	21
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	27
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	16½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,309	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	103½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	52
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	35
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	...	.....	.....	67
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	55
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,948	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.					
Wisconsin—War Loan Bonds.....	104,900	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	8,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N.Y. Penn.& Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)...gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F.& P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C.& Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	498,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82½
Equalization or consol. bonds...	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	45
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	51
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga...gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund.....gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line...	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line...	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868..	3,000,000	7	April & Oct.	" "	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94¾
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109½
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,606 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Cedar Falls and Minnesota (Ill.C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C&NW):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88⅞
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage*.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char.& S.Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")...	186,500	6	" "	" "	1872	....
3d Mort. (" ")...	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42¾ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. .....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee (C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99¼
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	95
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort. (Mad.Exten.) 126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Men.Exten.) 120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84⅞
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n (C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	280,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'96	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,600	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 .....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	100
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta (C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	89⅞
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	77⅞
Columbus & Ind.Cen. (C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	87
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1883	....
1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1885	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis (T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	96
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) .....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1842, (scand).	1,916,659	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept	New York.	1886	....
Sterling (Oasl. & Ottawa R. R.).	150,867	6*	May & Nov	NY&London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han. (C.B.& Q.):						
1st Mortgage, traffic guarantee.	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division).....	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg.						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund...	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	640,000	6	Jan. & July	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865.....	160,000	6	April & Oct.	"	1885	98½
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869.....	500,000	6	May & Nov.	"	1889	95
Essex Railroad 1st Mortgage....	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage.....	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond.....	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	102¾
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage.....	6,000,000	7	" "	" "	1883	95½
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)....	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)..	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)..	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage.....	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867....	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage..	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort....	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,200,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(PF.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264..	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510....	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures.....	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds.....	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds.....	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds.....	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds.....	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds.....	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds.....	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W.&W.):						
1st Mortgage (W. of Decatur) ..	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	95½
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1898	90½
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed.....	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	103¾
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Three years' notes.....	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds.....	1,209,500	8	March & Sept.	"	1885	92½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104¾
Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	106½
Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage.....	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	102½
2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol).....	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction.....	332,000	6*	" "	" "	1875	....
Redemption currency.....	2,500,000	6	" "	" "	1890	....
Redemption, sterling.....	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage.....	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)....	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs..	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1886	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869...	2,960,000	7	April & Oct.	New York.	1899	79¾
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar...	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865.....	1,495,000	8	Jan. & July.	New York.	1885	105¾
2d Mort. of 1868 for $500,000....	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed.....	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¾
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95¾
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104¾
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1·65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	98
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52¼m)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99
1st Mort. (Junc. R.R. 49¼ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95¾
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	1895	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	101
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	95¾
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	101½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18·0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	.....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	233,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	...
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.&F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,628	7	" "	Baltimore.	1891	96
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	76½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	109½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	119½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	107½
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	103¾
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	....
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	106½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,693,000	7	" "	" "	1877	99
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Co.d"

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93¼
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (")....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,000	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3.000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102½
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(N.&N.S.).						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	91½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96¾
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1878	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	93
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	82¾
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	85
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	99
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	92¾
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	8	" "	" "	'79-98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	91
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	84
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	93½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	102½
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	100
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	108½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage.....	300,000	7	" "	" "	1880	....
3d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.....	158,100	6	" "	" "	1875	82
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage.....	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870...	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock..	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")..	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")...	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free...	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864...	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St. P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.....	226,000	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series).....	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	...
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.....	619,300	6	" "	" "	'84-,90	....
4th Mortgage, consol. 3d pref....	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net).....	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage.....	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	87½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & I., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash, 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (Wab. & West. 16. m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	87½
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	91
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	91¾
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K. & T.):						
1st M.R.R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82½
2d Mortgage	1,500,000	7	" "	"	1891	88
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	98¾
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A.M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage (M. & W. Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan (A. & W. Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	100½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	93
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan	2,000,000	6	" "	"	1897	93
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	93
Convertible Loan	1,996,879	6	" "	"	1877	95
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	94
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78¾
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	85
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96¾
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	96
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1873	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	936,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	662,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	—	—	350,000	—	—	—	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	—	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	....	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	.....	.....	.....	—	.....	848,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.5	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,595	*	.....	.....	29,598,695	29,999,000	.....	—	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶.N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	—	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	—	.....	194,250	20,000	.....	—	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	—	—	550,000	471,200	—	—	—	—	—	—	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	....	Baltimore and Potomac.....Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	—	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	—	—	—	—	Bellville and Southern Illinois....Illinois.	.....	—	—	—	.....	1,100,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Bloesburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	154
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	9½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	100	141
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	145
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	153
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	—	—	4,898,000	5,980,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	—	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota.Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	.....	2,156,846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	—	—	(Operat	ed by Bur	lington &	Mo.River	.)	—	100	52
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern.Iowa & Mo.	.....	.....	.....	.....	.....	400,000	.....	—	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	—	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	50
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	78½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	—	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	565	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela.,L	. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	—	7,620,000	3,615,000	—	—	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	—	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	113
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	.....	3,000,000	2,500,000	—	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	30½
Dec. 31, 1870	881.6	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	—	—	—	54,001,960	71,349,000	—	—	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia &Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr 30, 1871	460.0	—	167.0	—	175	84	45	3,063	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	12,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	134

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	156,000	10,000	...	1,500,000	1,000,000	...	—	73.0	(Re-orga	niza. of Ci	n. Peru &	Chic.)	...	—	106	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes ... Ill.	...	...	...	...	2,500,000	2,500,000	...	—	...	(Is now	completed	to Danv.)	...	—	—	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ... Iowa.	5,000,000	—	...	...	3,916,000	810,000	...	—	...	(Leased	& oper by	C.&N.W.)	1,220,882	557,950	10	100	113¾
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	52,000,659	*	1,832,950	...	35,135,972	18,049,000	1,188,257	333,559	1,156.0	...	100,802,521	268,417,381	11,694,914	5,383,408	10	100	81⅞
Jun. 30, 1871	200.0	24.0	...	—	8	6	4	140	Chicago and Michigan Lake Shore .. Mich.	8,000,000	*	—	—	4,000,000	4,000,000	—	—	...	(Will be	completed	in 1871.)	...	—	—	100	...
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific. Ill. & Iowa.	26,703,243	*	439,304	1,354,451	17,000,000	8,717,742	59,988	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	115⅝
Jun. 30, 1871	270.0	—	8.6	—	...	...	...	...	Chicago and South Western .. Iowa & Mo.	12,000,000	*	...	...	7,000,000	5,000,000	—	—	...	(Will be	completed	in 1871.)	...	—	—	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick ... Mo.	845,000	—	—	—	345,000	500,000	—	—	—	(Leased	and oper.b	y North M	issouri.)	...	—	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶.. T.&N.C.	1,402,000	21,400	23,000	...	75,000	1,404,680	252,529	—	40.0	25,000	...	...	24,379	2,096	—	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton ... Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	...	...	...	1,270,622	588,940	8	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana ... Ohio & Ind.	2,000,000	—	—	—	2,000,000	2,000,000	—	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	—	—	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction .. O. & Ind.	6,187,645	*	—	—	3,027,450	2,033,000	1,061,798	—	123.0	...	...	...	261,277	26,713	—	100	...
Jun. 30, 1871	13.0	—	0.3	—	—	—	—	—	Cin., Lexington and E. Tennessee ... Tenn.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	& oper. by	Kentucky	Central.)	—	—	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville ... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley .. Ohio	...	...	...	...	...	...	...	—	132.1	(Reorga	nization of	Cin.& Zan	esville.)	...	—	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	—	42.0	...	...	...	152,136	44,851	—	100	...
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland .. Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	—	171.0	603,581	6,090,000	21,667,196	810,476	272,432	—	100	23¾
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind. .. Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	—	192,365	390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,044	7	100	91
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning ... Ohio.	3,147,934	—	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	...	7	50	...
Jun. 30, 1871	73.7	—	5.0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware ... Ohio.	1,234,000	*	—	—	1,150,000	143,000	—	—	76.7	...	...	...	199,157	60,617	—	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg ... Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	10	100	92¼
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent. .. Ohio, Ind & Ill	37,010,174	—	—	—	13,000,000	24,010,174	...	—	—	(Leas. &	oper. by Pi	ts.C.&S.L.	)3,293,193	1,107,470	—	100	31
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley ... Ohio.	2,375,121	472,034	...	...	848,964	1,616,000	...	...	69.8	244,386	...	...	372,229	210,914	—	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord ... New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	—	109,853	59,819	119.5	...	...	...	...	...	10	50	161
Mar. 31, 1871	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth .. N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Leased	& oper. by	Concord.)	25,000	...	7	100	115¼
Jun. 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv. .. Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93¾
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River ... Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,854	319,422	53.4	...	...	(10 mos.	591,972	217,174	10	100	140⅜
Dec. 31, 1870	—	—	—	44.0	—	—	—	—	Connecticut Valley ... Connecticut.	982,000	—	—	—	789,251	—	194,752	—	—	—	—	—	—	—	—	100	...
Dec. 31, 1870	67.5	1.7	...	—	...	...	...	...	Connecticut Western ... Connecticut.	1,599,393	*	—	—	1,419,305	81,000	—	—	—	...	...	...	...	...	—	50	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.) ... Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Oper.	by Phila.	& Trent.)	...	—	6	100	...
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River ... New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	—	(Oper.	by Northe	rn N. H.)	...	—	—	50	...
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna .. N. York.	447,528	—	—	—	307,383	100,000	28,606	—	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall ... Pennsylvania.	384,228	*	—	—	300,000	—	—	—	7.5	12,000	...	...	91,984	47,500	—	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania. Maryland.	2,049,302	998,251	...	...	1,500,000	1,730,600	...	...	34.0	286,186	...	(10 mos.	690,036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley ... Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	...	...	565,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk ... Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	—	6,454	27.8	83,000	...	...	175,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	...	Danv., Hazleton & Wilkesbarre ... Penn	1,397,716	*	400,000	—	568,900	1,006,500	222,316	—	—	(Nearly	completed	at date.)	...	—	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul ... Iowa.	1,018,000	*	—	—	258,000	880,000	—	—	—	(Being c	onstructed	at $26,000	pr.mile.)	...	—	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan ... Ohio.	5,096,359	730,256	—	156,825	2,398,972	4,245,000	124,968	—	141.4	...	...	...	1,062,406	395,011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union ... Ohio.	600,746	*	—	—	82,350	527,449	8,187	—	31.8	...	...	...	124,327	15,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western ... Ohio.	850,000	—	—	—	309,276	701,000	—	—	—	(Leased	& oper. by	Little Mia	mi.)	...	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶ ... Delaware.	2,141,300	—	127,515	34,352	1,230,941	882,700	136,476	—	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western ... Penn.	15,100,000	3,725,000	...	...	18,808,850	3,308,000	2,650,000	...	115.0	2,819,100	...	(14 mos.	4,106,221	1,490,702	—	100	100¼
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* ... Colorado.	5,000,000	—	...	...	2,500,000	2,500,000	—	—	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley ... Iowa.	12,000,000	*	...	...	5,000,000	7,000,000	...	...	248.0	...	...	about	1,000,000	...	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee ... Michigan.	11,648,094	*	...	...	2,547,350	7,530,048	236,812	—	189.0	690,924	...	...	1,421,122	503,223	—	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan .. Mich.		...	...	...	...	...	...	...	57.0	(Leased	& oper. by	Mich.Cen.)	...	...	3	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York ... Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	...	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware ... Delaware.	...	...	...	...	...	...	...	—	33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)	...	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee ... New Hamp.	480,000	—	—	—	480,000	—	—	—	—	(Leased	& oper. by	Boston an	d Miami.)	29,000	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi. Iowa.	2,000,000	—	—	—	500,000	1,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	100	...
Dec. 31, 1870	54.8	—	2.8	—	4	2	4	77	Dubuque, Marion and Western ... Iowa.	1,732,692	*	—	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	...	...	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City* ... Iowa	5,880,000	—	—	—	5,000,000	880,000	—	—	—	(Leased	& oper. by	Ill. Centr.)	393,598	...	—	100	74
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg .. N. York.	741,000	—	—	—	468,000	273,000	25,000	—	—	(U	nder cons.	to be comp	leted in 1	71.)	—	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties ... N. Y.	2,406,173	*	—	—	1,458,470	1,500,000	115,639	—	...	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb ... Penn.	264,000	—	—	—	89,800	175,000	—	—	—	(Leased	oper. by P	ennsylvan	ia.)	...	7	50	...
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy ... Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	—	—	50	66
Dec 31, 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania ... Pennsylvania.	1,484,290	—	—	—	1,809,200	495,900	—	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	—	8	50	79
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶ .. Tenn. & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957	270.0	...	...	...	1,278,864	415,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern ... Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	...	(10 mos.	1,462,770	643,274	—	100	108¼
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky ... Kentucky.	...	...	...	...	...	...	...	...	28.4	...	...	...	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore ¶ ... Maryland.	875,000	*	...	...	295,000	580,000	...	...	—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson ... Pennsylvania.	122,000	—	...	...	100,000	80,000	...	...	—	(Leas. &	oper. by P	ennsylvan	ia.)	...	—	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶ ... Tenn.	2,750,000	*	...	...	1,075,500	1,673,804	...	...	48.0	...	...	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah ... Kentucky.	3,000,000	*	—	—	3,000,000	3,000,000	...	—	93.0	(No retu	rns—road	incomplet	e.)	—	5	50	...
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	...	—	—	500,000	...	—	—	—	(Leas. &	oper. by N	. Central.)	—	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport .. Penn. & N. Y.	2,620,000	...	—	—	1,000,000	1,620,000	—	—	—	(Leas. &	oper. by N	. Central.)	165,000	...	1¼	50	...
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie ... New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548	—	83,536,900	23,398,800	...	...	845.5	9,326,379	135,559,109	898,862,718	16,179,462	1,354,601	—	100	62¾
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg ... Pennsylvania.	3,155,650	1,363,329	...	...	1,090,250	2,577,590	...	...	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	...	—	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶ .. Maine.	2,404,792	182,279	223,511	—	520,700	3,000,000	...	...	58.0	96,100	2,481,484	...	217,394	109,836	—	100	...
Aug 31, 1870	182.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville ... Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377	142.0	306,838	...	...	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	...	Evansville, Henderson and Nashville. Ky.	3,000,000	*	—	—	2 000,000	1,000,000	—	—	90.0	(No	returns of	operat'n.)	...	...	—	100	...
Dec. 31, 1870	31.0	—	1 3	23.0	...	...	...	...	Evansville, Terre Haute & Chi. .. Ind. & Ill.	...	...	—	—	300,000	750,000	—	—	81.0	(Com'e	nced oper.	in Jan. 18	71.)		3½	50	...
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence .. R. I.	330,089	*	23,259	1,406	150,000	150,000	269,450	—	5.8	...	...	(10 mos.	26,814	3,799	8	100	...
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County ... Pennsylvania.	130,000	—	—	—	90,000	—	35,800	—	—	(Leased	& oper. by	Pbg. & Co	nnellsv.)	—	—	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg ... Massachusetts.	3,540,000	*	...	...	3,540,000	...	...	...	93.6	538,086	...	(10 mos.	1,085,937	252,285	—	100	137½
Dec. 31, 1871	13.0	—	1.0	—	—	—	—	—	Flemington ... New Jersey.	393,731	—	...	...	150,011	100,000	143,720	—	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette* ... Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	...	...	502,647	232,010	—	100	...
Dec. 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida* ... Florida.	5,300,000	*	...	...	3,000,000	2,300,000	...	—	154.0	...	...	...	...	...	—	100	...
Dec. 31, 1870	100.0	—	5.0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw .. Ill. & Mich.	2,700,000	*	...	...	800,000	1,500,000	...	—	100.0	...	...	...	...	...	—	100	...
Dec. 31, 1870	109.0	—	1.1	—	—	...	...	...	Ft. Wayne, Muncie and Cin. ... Indiana.	2,800,000	—	—	...	1,000,000	1,800,000	...	—	109.0	(Opened	for traffic i	n fall of 18	70.)	—	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg ... Penn.	159,427	—	—	—	80,000	14,000	65,632	"	—	(Oper. b	y Phila. &	Trenton.)	...	...	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg ... N. Jersey.	283,745	*	99,267	...	283,745	—	99,267	—	23.0	69,544	...	...	62,912	[illegible]	—	100	...
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line ... Md.	500,000	...	...	—	306,000	250,000	—	—	—	(Rapidl	y approac	hing comp	letion.)	—	—	100	...
Apr. 30, 1871	84.0	—	6.2	...	9	5	3	100	Galv., Harrisburg & San Antonio .. Texas.	...	...	...	...	...	...	...	...	84.0	(Re-org	an.of Buff.	Bay.,Braz.	& Colo.)		—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson. Texas.	...	...	...	...	...	750,000	...	1,142,008	52.0	(Oper. b	y Receive	r.)	...	...	—	100	...
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia ... Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,235	625,953	—	232.0	910,753	...	...	1,500,098	667,539	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown ... New York.	289,361	...	—	—	104,294	226,500	75,500	...	11.7	31,940	51,186	88,264	30,356	10,050	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brought into operation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶ .....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*	—	—	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased & oper by Tol. Wab. & Western.)	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	44
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)		7	50	100½
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶. Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)		—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,900,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	—	—	2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,850	2,008,096	.....	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	132
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	—	—	2,750,000	2,750,000	—	—	—	(Under construction on at $35,000 p.m.)	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,498	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	—	—	.....	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper by Michigan Central.)	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)	140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)	—	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)	—	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased & oper. by L.Sh. & Mich. So.)	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	—	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	—	—	1,300,000	1,300,000	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	—	—	3,000,000	1,500,000	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46,561	.....	.....	60.686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	96
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4,000,000	—	—	—	—	(Under construction on at $33,000 p. m.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)	49.507	.....	.....	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co. & now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis .....Missouri.	.....	*	—	—	900,000	900,000	—	—	—	(Under constr. to be compl. in 1871.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	—	—	—	(No return -Is near completion.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	—	—	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)	.....	.....	.....	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	6½	100	93
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1,500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	63½
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)	—	—	—	—	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	.....	.....	289.0	(No return of operations published.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	2	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,255	—	15,183	300,000	67,700	21,529	99,055	—	(Leased & oper. by Boston & Lowell.)	—	—	6	100	...
Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	*Lykens Valley*.....Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased & oper. by Summit Branch.)	62,500	10	20	...
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta.....Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	35.0	(Operated by Georgia.)	59,410	—	7,849	—	—	100	...

Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1870	10.0	—	102.0	—	—	—	—	—	Louisville New Albany & St.L. Ind.& Ill.	364,170	—	1,846,904	1,666	2,451,100	—	161,923	17	10.0	(Recent	y opened	10 miles.)	924	17	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	12.4	—	9.4	—	3	3	1	20	Lowell and Lawrence.... .Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta.....Georgia.	2,500,000	—	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick.....Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922	—	—	428,429	148,063	—	100	....	—	—	—	—	—	—	—
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western.....Georgia.	—	—	—	—	2,500,000	150,000	—	195,862	166.0	292,258	—	—	692,585	251,273	10	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin.....Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eadlug.)	—	—	50	....	—	—	—	—	—	—	—
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶ .....Maine.	4,121,694	*	1,972,027	351,448	3,460,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....	—	—	—	—	—	—	—
Mar. 31, 1870	22.4	—	4.1	—	...	...	...	...	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	152	—	—	—	—	—	—	—
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....	—	—	—	—	—	—	—
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham.....Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati.....Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,060	.....	.....	1,420,346	78,187	—	50	....	—	—	—	—	—	—	—
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon .....Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,756	...	100	104½	—	—	—	—	—	—	—
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶...Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....	—	—	—	—	—	—	—
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central.....Mass.	.....	—	—	—	3,600,000	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....	—	—	—	—	—	—	—
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	200	....	—	—	—	—	—	—	—
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶..Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	84.0	—	...	47.0	10	4	4	95	Memphis and Little Rock.....Arkansas.	.....	*	—	—	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....	—	—	—	—	—	—	—
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....	—	—	—	—	—	—	—
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis.....Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....	—	—	—	—	—	—	—
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers..New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....	—	—	—	—	—	—	—
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central.....Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	117	—	—	—	—	—	—	—
Dec. 31, 1870	56.5	—	2.9	—	...	...	...	...	Michigan Lake Shore.....Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton.....Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,069	2	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford.....New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	.to N. Y. &	Oswego a	t 7 p. c.)	—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	351,883	—	—	—	110,050	225,000	56,350	—	13.0	27,720	332,102	137,282	46,806	14,762	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific .....Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.....Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....	—	—	—	—	—	—	—
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill.....Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	—	10	50	....	—	—	—	—	—	—	—
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	160	....	—	—	—	—	—	—	—
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul .....Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	895,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	62½	—	—	—	—	—	—	—
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	74	50	136	—	—	—	—	—	—	—
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	108,394	.....	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	—	—	—	140.0	...	...	...	...	Minnesota and North Western.....Minn.	.....	—	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)				—	100	....	—	—	—	—	—	—	—
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central.....Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River.....Tennessee.	—	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)			—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska..Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under	construct	ion.)			—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas..Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....	—	—	—	—	—	—	—
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*.....Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....	—	—	—	—	—	—	—
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala.....Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas..Louisiana.	(Owned	by Char	les Morga	n of Ne	wYork w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	84.0	34.0	87.0	—	...	...	...	...	Morris and Essex .....New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,458	957,521	7	100	94½	—	—	—	—	—	—	—
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	123½	—	—	—	—	—	—	—
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶..Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1,378,505	598,827	—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶...Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	468,352	164,848	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern¶.Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck .....Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley.....Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	.....	10	50	181½	—	—	—	—	—	—	—
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jen.)	.....	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	23.0	—	1.9	19.0	...	...	...	...	Newark, Somerset and Straitsville..Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton.....Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,520	8	100	....	—	—	—	—	—	—	—
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	bg Ft.W.&	Chicago.)	.....	10	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby.....Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	.....	—	100	....	—	—	—	—	—	—	—
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic.Conn.	.....	—	—	—	850,000	2,200,000	—	—	—	(Under	construct	ion.)			—	100	....	—	—	—	—	—	—	—
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....	—	—	—	—	—	—	—
Dec. 31, 1870	33.9	—	41.2	—	...	...	...	...	New Jersey.....New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	—	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	126	—	—	—	—	—	—	—
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern.....New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	24	—	—	—	—	—	—	—
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line.....New Jersey.	.....	—	.....	.....	3,000,000	3,000,000	.....	—	—	(Under	construct	ion.)			—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....	—	—	—	—	—	—	—
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.¶.L. & M.	.....	—	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....	—	—	—	—	—	—	—
Apl. 30, 1870	225.0	—	....	445.0	...	...	...	...	N. O. Mobile and Texas....Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under	construct	ion.)			—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany.....New York.	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)			—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston.....New York.	.....	—	.....	.....	3,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)			—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River. N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	98½	—	—	—	—	—	—	—
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem.....New York.	12,214,674	1,600,017	.....	.....	8,300,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	114½	—	—	—	—	—	—	—
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....	—	—	—	—	—	—	—
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,913	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	143	—	—	—	—	—	—	—
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland....N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,806,117	2,835,328	309,989	142,479	—	100	....	—	—	—	—	—	—	—
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	265,334	265,334	7	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....	—	—	—	—	—	—	—
Jun. 30, 1870	38.0	—	2.5	15.0	...	...	...	...	Niles and New Lisbon .....Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....	—	—	—	—	—	—	—
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶.....North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....	—	—	—	—	—	—	—
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶ .....South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....	—	—	—	—	—	—	—
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	—	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....	—	—	—	—	—	—	—
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶.....Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....	—	—	—	—	—	—	—
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania.....Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,306	.....	.....	1,355,509	590,726	—	50	102	—	—	—	—	—	—	—
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶.....Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	78	—	—	—	—	—	—	—
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire ..New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	113½	—	—	—	—	—	—	—
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....	—	—	—	—	—	—	—
Aug. 31, 1871	243.0	—	....	173.0	...	...	...	...	Northern Pacific.....Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....	—	—	—	—	—	—	—
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541 439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125	—	—	—	—	—	—	—
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain...N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	.....	.....	6	100	86½	—	—	—	—	—	—	—
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	48½	—	—	—	—	—	—	—
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River.....Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	77½	—	—	—	—	—	—	—
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport..Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	110	—	—	—	—	—	—	—
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	292.6	555,726	8,827,750	13,430,793	939,680	359,677	—	100	....	—	—	—	—	—	—	—
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse .....New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,242	349,635	85,659	8	100	....	—	—	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	8,734,136	—	—	47.6	.....	.....	.....	.....	.....	12	100	92
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper.b	y Erie.)	.....	26,500	5¼	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas.&	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	122¾
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*	.....	—	1,811,700	3,000,000	.....	—	106.9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	—	8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	.....	1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	—	2,000,0000	2,000,000	—	—	90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	—	.....	220,606	1,100,000	326,699	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	59½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	—	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	175
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	115½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120,'06	10	100	128
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	113½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	—	.....	5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., L. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper.byBo	s.&Alb'y.)	—	27,000	6	100	85
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	—	—	170,000	200,000	—	—	26.0	.....	.....	.....	88,144	31,755	—	100	100½
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	181.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	105
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,960	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*	—	.....	650,000	712,173	78,148	—	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	99
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,605,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	209.0	.....	.....	.....	1,390,376	580,474	—	100	28
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	—	—	6,000,000	3,200,000	—	—	—	(Under	constructi	on—80 m.l	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	90½
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	—	—	—	(Leas. &	oper.byCh	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	—	.....	7,250,000	3,250,000	.....	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.5	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper.byTe	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	—	—	—	2,000,000	3,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	—	.....	180,550	100,000	—	—	—	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	—	910,350	2,307,000	—	—	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper.byRe	nsselaer &	Saratog.)	—	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.&Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	—	.....	320,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper.byPh	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,985	—	54.0	202,476	.....	.....	207,264	72,103		50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,213	105,220		1,151,400	210,000	.....	—	80.0	.....	.....	.....	470,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf.....	Alabama.	1,640,000	*				1,000,000	640,000	.....	—	40.0	(Under	constructi	on.)	—	—	—	100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*				.....	800,000	.....	—	50.0	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian.....	Alabama.	.....	.....		.....		969052	796,830	.....	—	—	(Recent	ly sold un	der foreclo	sure. No	returns.)	—	100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dallon*..	Ala. & Georgia.	.....	.....		.....		8,000,000	11,000,000	.....	—	—	(In a bad	condition.	No return	s.)	.....	—	100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....	Penn.	1,569,450	.....				869,450	700,000	.....	—	28.0	173,491	.....	.....	273,565	101,671	6	50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac..	Wisconsin.	2,000,694	*				1,243,000	750,000	.....	—	45.5	.....	.....	.....	77,924	11,359	—	100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny.....	Penn.	625,500	79,945				157,837	520,000	35,000	—	21.0	22,240	.....	.....	37,096	9,626	—	50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line.....	Connecticut.	1,195,800	—				995,800	200,000	.....	—	—	(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	....
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*.....	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320	.....	—	108.3	.....	.....	.....	301,428	111,528	—	100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch.....	New Jersey.	439,694	—				438,300			—	—	(Leas. &	oper. by C	entral of N	ew Jer.)	—	6	100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965		5,819,275	4,434,249	452,030	353,009	243.0	840,910	.....	.....	1,485,138	569,043	2	100	....
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala	.....	.....				.....	4,926,000		—	—	(Only p	artially in	operati'n.)		.....	—	100	....
Sept. 30, 1870	71.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642		259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	....
Sept. 30, 1870	57.0	0.8	6·8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000		—	72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89 0	—	2.0	27.5	8	4	4	78	Southern Central.....	New York.	4,500,000	*				3,000,000	1,500,000		—	....	61,760	1,088,133	642,124	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids..	Iowa.	.....	....				2,500,000	1,500,000		—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1, ...				.....	20,000 p m		—	100.0	.....	.....	.....	267,762	27,677	—	100	....
May 31, 1871	80.0	—	—	640.0	.....	.....	.....	....	Southern Pacific.....	California.	.....	.....				.....	.....	.....	—	....	(Under	constructi	on.)	.....	.....	—	100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific.....	Texas.	1,400,000	*				686,100	222,000	209,270	.....	49.0	.....	.....	.....	284,142	166,971	—	100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania.....	Penn.	810,000	.....	2,000,000			577,408	651,500	95,000	—	—	(Under	constructi	on.)			—	100	....
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern.....	Georgia.	4,081,048	376,726	129,538	.....		3,939,900	699,500	.....	.....	257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶.	South Carolina.	1,340,882	*				751,296	198,370	125,000	—	68.0	.....	.....	.....	68,318	14,502	—	100	....
Dec. 31, 1870	166.0	—	8.0	59.0	.....	.....	.....	....	Springfield & Ill. So. Eastern.....	Illinois.	.....	.....				.....	15,000 p m	.....	—	—	(Under	cons. to be	finished b	y Dec. 1,			—	100	....
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614			700,000	200,000	40,000	.....	13.0	54,834	2,693,648	.....	292,579	72,671	8	100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....	Mass.	448,700	—				448,700	448,700		—	—	(Leased	& oper. by	Housat'c.)	—	31,409	7	100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook.....	New Hamp.	267,383	—				267,300		634	—	—	(Leased	& oper. by	Nash. & Lo	well.)	.....	6	100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan.....	Nnw Hamp.	1,250,000	—				500,000	750,000		—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie.....	Pennsylvania.	.....	—				1,200,000	1,000,000		—	—	(Under	constructi	on.)	.....	.....	—	50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex.....	New Jersey.	517,850	*				317,850	200,000	3,874	—	—	.....	.....	.....	95,253	31,251	5	100	....
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'.....	New Jersey.	288,200	—				92,925	171,000	29,284	—	—	(Leased	& oper. by	W. N. Jer.)	—	—	6	100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783	.....	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch.....	Massachusetts.	392,971	*	24,194	52,235		400,000	—	23,557	45,843	11.7	65,346	.....	(10 mos.	102,172	23,651	8	100	....
Dec. 31, 1870	30.0	—	—	157.0	.....	.....	.....	....	Tennessee and Pacific ¶.....	Tennessee.	1,117,617	*	1,267,239	944		635,070	1,185,000	557,988	7,742	—	(Under	constructi	on.)			—	50	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis....	Indiana.	2,650,783	*	1,465,285	42,464		1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	....
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640	.....	.....		580,900	243,000		.....	34.6	190,395	.....	.....	420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw.....	Illinois.	10,806,000	*	.....	.....		5,700,000	5,106,000	.....	.....	228.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,836	572,619		16,000,000	18,387,000	81,710	858,744	631.0	3,473,960	.....	.....	4,544,641	1,308,376	—	100	78
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston.....	New York.	2,307,907	*	.....	.....		998,061	1,898,000	347,055	—	55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	....
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....	New York.	274,908	—				274,400			—	—	(Leased	& oper. by	N. Y. Cen.	& H. Riv.)	—	6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield.....	Pennsylvania	1,000,000	—				510,000		404,069	—	—	(Leased	& oper. by	Pennsylva	nia.)			—	50	....
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*.....	Nebraska, &c.	110,812,512	*	.....	.....		36,745,000	74,067,512	.....	.....	1,038.7	.....	74,917,335	71,779,106	7,625,277	2,947,862	—	100	38½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch) ..	Kansas.	3,723,000	*	.....	.....		1,000,000	3,200,000	.....	—	100.0	.....	.....	.....	182,563	.....	—	100	....
Dec. 31, 1870	25.0	—	1.0	—	.....	.....	.....	....	Union and Titusville.....	Penn.	1,500,000	*	.....	.....		500,000	1,000,000		—	—	(Recen't	y opened f	or traffic.)		.....	—	100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River.....	New York.	1,835,315	*	.....	.....		1,666,990	150,000		.....	59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	....
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley..	N. Y.	2,153,905	*		.....		1,900,900	—	.....	.....	....	99,975	3,391,815	978,119	208,353	85,890	—	100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley.....	New York.	769,287	—		.....		750,000		.....	.....	11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	....
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	—		.....		2,500,000	—	.....	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	8	100	99
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central.....	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)		5,000,000	9,500,000	.....	—	185.0	1,144,375	16,301,333	65,732,302	2,084,884	588,977	—	100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts..	Mass. & Vt.	3,465,943	*	296,236	96,354		2,860,000	750,000	199,627	48,906	110.1	225,166	.....	(10 mos.	456,651	loss.	—	100	82½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*	.....	.....		516,164	793,200	.....	.....	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland.....	New Jersey.	1,750,000	*				1,000,000	750,000		—	—	(Recent	ly complet	ed.)			—	100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley.....	New York.	695,465	—				499,600	350,000		—	18.5	15,794	100,513	.....	14,411	2,976	—	100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161	—				225,000	85,000		—	10.2	19,820	290,410	.....	50,792	18,677	5	100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903	.....	.....		1,467,670	86,896	.....	.....	44.0	88,395	.....	.....	97,045	9,712	—	100	....
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia.....	Penn.	1,320,024	178,583	216,037	.....		684,046	957,500	107,000	—	35.5	204,506	.....	.....	288,566	101,693	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178		29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540	.....	(10 mos.	5,785,987	1,830,314	10	100	....
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic.....	Georgia.	5,000,000	*							—	—	(Leas. fo	r 20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	....
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶.....	Maryland.	3,000,000	*				650,000	1,400,000		—	46.0	67,611	1,791,187	.....	137,928	36,133	—	100	....
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina..	North Carolina.	.....	*				6,500,000	1,400,000		—	105.0	.....	.....	.....	112,625	13,200	—	50	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania.....	Pennsylvania.	3,671,000	—				1,022,450	1,800,000		—	—	(Leased	& oper. by	Pennsylva	nia.)			—	50	....
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey.....	New Jersey.	2,204,464	*	1,336,074	116,207		1,209,000	2,379,000	20,000	43,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	....
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River....	New York.	624,464	—				526,700	676,300	7,427	—	—	(Under	cons.—Ne	wburg to	Albany.)		—	100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin.....	Wisconsin.	5,000,000	*				4,000,000	4,000,000		—	—	(Under	cons.—ope	n to Meno	menee.)	.....	—	100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro.....	North Car.	850,000	—				500,000	350,000		—	—	(Operat	ed by Wil.	& Wel.)	.....	.....	—	100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*				1,200,000	4,000,000		—	168.0	.....	.....	.....	230,203	121,457	—	100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..	N. C. & S. C.	(Late Wi	lming. &	Manch.)			5,000,000	—		—	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶...	N. Carolina.	3,083,066	*	35,154	114,711		1,463,775	1,484,665	130,021	154,570	181.0	436,316	.....	.....	594,222	250,725	—	100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac.....	Virginia.	600,000	—				180,000	144,400	102,400	—	—	(Leased	& oper. by	Balt. & O	hio.)	27,000	6	100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	5	533	Winona and St. Peter.....	Minnesota.	4,754,837	427,100					4,750,000		—	142.0	.....	2,861,440	6,131,860	574,868	109,400	—	100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.	.....	.....				100,000	300,000		—	—	(Under	constructi	on.)			—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua ...	N. Hampshire.	1,806,128	*	93,171	58,845		1,400,555	—	3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	138
									CANALS, &c.																			
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316	—	258,679	151,967		2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...	Md. & Va.	10,506,309	—				8,229,594	—		—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..	Pennsylvania.	2,433,350	—				1,633,350	800,000		—	—	(Leased	& oper. by	Lehigh N			8	50	95
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899	—	13,245,880			15,000,000	5,000,000		—	108.0	.....	.....	.....	107,947	.....	10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353	—				5,847,400	—		—	65.5	.....	.....	.....	888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—				64,000	835,759	689,446	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation.....	Pennsylvania.	1,115,452	—				1.003.500	110.000		—	83.0	.....	.....	.....	220,216	130,187	10	100	90½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal....	Penn.	4,455,000	—	19,947,779			8,739,800	15,662,979		—	108.0	.....	.....	.....	344,308	181,042	—	100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal.....	New Jersey.	3,391,214	—		110,570		2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	391,559	183,076	—	50	56
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....	Pennsylvania.	6,569,950	—	.....			4,337,950	2,232,000	.....	—	360.0	.....	.....	.....	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140			4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. &	Read. Co.)	.....	655,000	—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278	—				2,002,746	2,634,367	284,873	—	45.0	.....	.....	.....	135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal.....	Pennsylvania.	5,907,850	—				2,907,850	3,000,000	20,000	—	87.6	.....	.....	.....	59,953	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....	Penn.	1,911,300	—				1.100,000	748,300	63,000	—	....	(Leased	by Pennsylvania.)		.....	.....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	69
Catawissa,* pref. and guar.	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	119½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	96
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	....
Erie, preferred	8,536,910	7	7	84
Evansville and Crawfordsville pref.	100,000	...	...	80
Hannibal and St. Joseph, pref.	5,078,224	...	...	....
Harrisburg and Lancaster,* guar.	1,182,550	7	7	65
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	26
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	348,700	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	87½
" " 2d pref.	4,051,744	6	...	23½
Manchester and Lawrence*	1,000,000	...	9	11
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	....
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	81½
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	135
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref.	3,500,000	7	7	102½
Paterson and Hudson,* guar.	630,000	8	8	77
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	....
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62½
Sandusky and Cincinnati, pref.	445,586	6	6	66
Schuylkill Valley,* guar.	576,000	5	5	36½
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	123
Schuylkill Navigation, pref.	2,888,997	5	6	33½
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1 ..... per ton 50 — @ 55 —
Pig, American, No. 1 ..... 50 — @ 52 —
Pig, American, No. 2 ..... 49 — @ 50 —
Pig, American, Forge ..... 47 — @ 48 —
Bar, Refined, English and American ..... 95 — @100 —
Bar, Swedes, assorted sizes ..... (gold) 85 — @100 —

Store Prices.

Bar, Swedes ..... 120 — @130 —
Bar, Refined, ⅜ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in. ..... 105 — @ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 & 2¼ to 2¼ rnd. & sq ..... 110 — @ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16 ..... 112 50 @ — —
Large Round ..... 117 50 @122 50
Scroll ..... 117 50 @147 50
Ovals and Half-round ..... 120 — @130 —
Band ..... — — @117 50
Horse Shoe ..... 115 — @125 —
Rods, ⅜@3-16 inch ..... 110 — @150 —
Hoop ..... 130 — @172 50
Nail Rod ..... per lb. — 7¾@ — —
Sheet, Russia, as to assortment ..... (gold) — — @ — 18½
Sheet, Single D. and T. Common ..... — 6 @ — 7
Sheet, Doubles and Trebles, Charcoal ..... — 7½@ — 8
Sheet, Galtanized ..... List. 15 per ct. disc.
Rails, English ..... (gold) ..... per ton. 69 — @ 70 —
Rails, American, at Works in Penna..c'y. 76 — @ 80 —
Anvils, (Eagle) ..... per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb. — 16 @ — 18
English Spring (2d and 1st quality) ..... — 7 @ — 10
English Blister (2d and 1st quality) ..... — 10 @ — 17
English Machinery ..... — 11 @ — 13
English German (2d and 1st quality) ..... — 10½@ — 12
American Blister ..... — — @ — 12
American, Cast, Tool ..... — 15 @ — 16
American, Spring ..... — 9 @ — 11
American Machinery ..... — 9 @ — 10
American German ..... — 9 @ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb. — — @ 5 25
Cut, 8d. and 9d ..... — — @ 5 50
Cut, 6d. and 7d ..... — — @ 5 75
Cut, 4d. and 5d ..... — — @ 6 —
Cut, 3d ..... — — @ 6 75
Cut, 2d and 3d. Fine ..... — — @ 7 50
Cut Spikes, all sizes ..... — — @ 5 50
Cut, Finishing, Casing, Box, &c., 10d to 3d. 5 75 @ 7 25
Clinch, Kegs ..... 6 75 @ 7 25
Horse Shoe, Forged (No. 10 to 5)...per lb. — 20 @ — 33
Copper ..... — — @ — 41
Yellow Metal ..... — 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca ..... (gold). per lb. — — @ — 46
Straits ..... (gold). — 39¾@ — 40
English ..... (gold). — — @ — 40

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal....per box.	13 — @13 50		14 50 @ 15 —	
I. C. Coke	10 75 @11 —		12 25 @ 12 50	
Coke Terne	9 50 @ 9 87½		10 75 @ 11 25	
Charcoal Terne	10 50 @10 75		12 50 @ 13 —	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk) ..... — — @ — 12¾
Crude, 40 @ 47 gravity (in shipping order) — — @ — 16½
Refined, Standard White (in ship'g order). — — @ — 22½
Refined, S. W. (in jobbing lots) ..... — — @ — 23
Refined, S. W. (in tin) ..... — 27½@ — 28
Naptha, Refined, (65 @ 73 gravity) ..... — 10 @ — —
Residuum ..... per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

All Cash.

Copper, New Sheathing, (over 12 oz.) per lb. — — @— 43
Copper, Bolts ..... — — @— 43
Copper, Braziers' (over 16 oz.) ..... — — @— 43
Copper, Nails ..... — — @— 47
Copper, Old Sheathing, &c., mixed lots ..... — — @— —
Copper, Chile Pig ..... — — @— —
Copper, American Ingot ..... — — @— 40
Yellow Metal, New Sheathing and Bronze . — — @— 40
Yellow Metal, Bolts ..... — — @— 32
Yellow Metal, Nails ..... — — @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Spanish ..... (gold) per 100 lb. 5 90 @ 6 —
German ..... (gold) 5 90 @ 6 —
English ..... (gold) 5 95 @ 6 80
Bar ..... — 8½@— —
Pipe ..... — — @10 —
Sheet ..... — — @10 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas ..... per ton of 2240 lb. — — @ 8 —
Liverpool Gas Cannel ..... — — @12 —
Liverpool House Cannel ..... — — @17 —
Anthracite ..... per ton of 2,000 lb. 4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
Canton Co.	95¾	....	96	95½	94	....
Central Pacific 6s	....	101¾	101⅝	101½	101⅛	
Central of N. Jersey	....	113	111x	110½	110	
Chicago & Alton	....	117½	....	....	117	
" pref.	....	....	....	....	....	
" 1 M	....	105	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	82½	....	83⅞	84⅜	85	84¾
" pref.	94½	....	95½	97	96½	96
" 1st M.	99½	....	....	....	....	
" S. F.	....	....	....	101	....	
" Consol.	....	....	....	....	....	
Chic., Rock Isl. & Pac.	116½	....	117½	117⅞	117½	117½
Chi., R. I. & Pa. 7s, 1896	....	....	101⅞	102	102	....
Clev., Col., C. and Ind.	89½	....	91	91⅜	91½	91
Clev. & Pittsburg guar.	92½	....	92½	93	93	92⅞
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C.	25⅝	....	26½	27½	29⅞	31¾
" 1 M.	....	....	....	90½x	90½	90
" 2 M.	....	....	....	....	77⅞	
Del. & Hudson Canal	....	....	119	....	....	
Del. Lack. & Western	111⅝	....	111¾	109½x	....	109½
" 1 M. 7s	....	....	....	....	....	
" 2 M 7s	....	....	....	....	....	
Dubuque & Sioux City	....	....	....	....	....	
Erie Railway	58½	....	62½	64⅞	64⅞	64
" pref.	78½	....	80½	83½	83	82
" 1 M. 7s, 1897	....	....	102⅞	....	....	....
" 2 M. 7s, 1879	....	....	....	97½	97½	....
" 3 M. 7s, 1883	96	....	....	....	....	....
" 4 M. 7s, 1880	95	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	90½	....	....	....	....
Hannibal & St. Joseph	46½	....	46½	46¾	46⅞	46
" pref.	65⅜	....	66	67	67	65
" 8s, conv.	....	....	92⅝	....	....	92½
Hudson River	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	....	....	....	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th.	95⅞	....	97⅞	98	97⅞	96¾
Lake Shore Div. bonds	....	98	....	....	....	
Marietta & Cin. 1st pref.	....	22	....	23¾	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	....	116⅞	116	115	....	
" S.F. 8s, 1882	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.	104½	....	....	....	....	
" 2 M.	....	....	....	....	....	
Mariposa Mining Co.	1½	....	....	....	....	
" pref.	4	....	3	3½	3½	....
Milw. and St. Paul	63	....	64	64½	64	64
" pref.	81½	....	82	82½	81¾	81¾
" 1st mort.	....	....	93	....	....	....
" 2d mort.	....	....	....	....	....	
" 8s	....	....	....	....	....	
" 7 3-10s con.	....	....	....	....	....	
Missouri 6s	95½	....	95⅜	95¾	96	95¾
" H. & St. J. iss	....	....	....	....	....	
Morris and Essex	....	....	95¾	....	....	95
" 1st mort.	104½	....	105	....	....	....
" 2d mort.	98	....	98	98½	99	....
New York Central	....	....	....	....	....	
" 7s, S.F. 1876	....	....	....	....	....	
" 6s. S.F. 1883	....	....	....	....	....	
" 6s, S.F. 1887	....	....	....	....	93	
N. Y. Cen. & Hud. Riv.	97¾	....	100⅝	101	101¾	99¼
" certificates	91⅞	....	94	94½	94	....
N. York and Harlem	112½	....	115	115	....	114½
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. Carolina 6s, old	37½	....	....	....	....	37¾
" new	....	21¾	21	....	....	
Ohio and Miss.	50¾	....	51¾	51⅞	51½	50½
" pref.	77	....	78	78	....	....
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co.	63	....	64½	64⅝	64⅞	64
Panama	....	....	90	90	90	90
Phila. and Reading	114¾	....	114½	115⅞	116	116⅛
Pitts., Ft. W. & Chi. gtd.	....	....	97	....	....	97
" 1 M.	....	....	....	....	....	106
" 2 M.	102	....	....	....	101	....
" 3 M.	....	....	....	....	....	100
Quicksilver Mining Co.	41½	....	42	41½	40¾	40⅞
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	88½	....	
" Income bds.	....	....	....	....	....	
Tennessee 6s, old	67	....	....	67	66¾	66¾
" new	....	....	66⅞	66½	....	
Tol., Wab. & Western	78½	....	78	79½	79½	79½
" pref.	....	....	....	....	....	
" 1 M.	....	....	98½	....	....	....
" 2 M.	94	....	....	....	....	....
" Equipment	....	....	....	....	....	
" St. Lou. Div.	90½	....	90½	....	91	....
Union Pacific	38⅝	....	40¾	41	41⅜	39½
" 1st mort.	92	....	91⅞	91⅞	92	92
" L. Gt. 7s	85	....	....	81¾x	82	82
" Inc. 10s	85	....	85½	86	86	87½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	58¾	....	....	....	57¼x	....
" def. cert.	....	....	17½	17¼	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg...108	107⅞	....	108	....	....	....
U. S. 5s, 10-40s, coup..108¼	....	108⅝	107⅞	108⅞	108⅝	
U. S. 5s, 1881, reg	....	110¼	....	....	....	....
U. S. 5s, 1881, coup	....	110	109⅞	....	....	....
U. S. 6s, 1881, reg.....114⅞	....	114⅞	115	115	....	
U. S. 6s, 1881, coup....115¼	....	115⅞	115⅞	....	....	
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862..112⅝	....	112	112⅝	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.112⅝	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.112⅞	....	111⅝	....	113	....	
U. S. 6s, 5-20s, r. n. '65.111	....	111	111¼	....	....	....
U. S. 6s, 5-20s, c. n '65.112⅝	....	....	111½	111¼	....	
U. S. 6s, 5-20s, reg. '67.112⅝	....	....	112⅞	....	112⅝	
U. S. 6s, 5-20s, c. 1867..113	....	112⅞	113	112⅝	...	
U. S. 6s, 5-20s, reg. '68.112⅝	....	....	113	....	....	
U. S. 6s, 5-20s, c. '68...112⅝	....	113⅛	....	....	....	
U. S. 6s, Pac.R.R.issue.115⅛	....	115⅝	115½	115¼	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Catawissa preferred ... 47	....	....	....	47½	....	
Camden and Amboy	125½	....	125½	126	126½	
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	91½	91½	....	
.. mort. 6s, '89....	96	....	....	96½	96½	
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation..... 43⅞	44½	....	45⅞	45⅞	45½	
.. 6s, 1884	89	....	....	87½x	....	
.. Gold L..... 92½	93	....	93	....	93	
.. R. R. L	....	....	....	....	....	....
.. Conv. L	....	....	95	....	95	
Lehigh Valley R. R..... 59⅞	....	....	59	59	59	
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	96	
Little Schuylkill R.R... 46½	46½	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	53	....	....	
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
North Pennsylvania ... 50½	....	....	....	....	51	
.. 6s, 1880 .... 99½	....	....	....	....	....	
.. 7s	96⅞	....	....	....	....	
.. 10s, 1887	....	....	....	....	....	....
Northern Central	38½	....	....	39	....	
Oil Creek & Alleg. Riv. 36⅞	38½	....	38½	38½	38⅞	
.. 7s	....	....	82½	....	82⅝	
Pennsylvania R. R..... 60½	60⅞	....	61½	60⅞	61½	
.. 1st M.....100	....	....	....	99	....	
.. 2d M	....	....	....	....	....	
.. Gen. mort	....	....	....	92⅞	....	
.. .. reg	....	....	....	....	....	
Penn. State, 6s.1st series101	100⅞	....	....	101	101	
.. 6s, 2d series.104½	....	....	104⅞	....	....	
.. 6s, 3d series	....	....	107	....	107½	
Philadelphia City, 6s	....	....	....	....	....	....
.. new 101⅞	101½	....	101½	101⅝	101½	
Philad., Germ. & Nor	....	....	87	....	....	
Phila. & Reading 57½	57½	....	57⅞	57⅞	58	
Philadelphia and Erie	....	....	28⅞	28⅞	29½	
.. 6s	....	....	....	....	....	....
.. 7s	89	....	....	89	89½	
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	16½	16⅝	....	....	....	....
.. 6s, 1882	....	....	78½	77	78½	
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	21⅞	....	
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	33	....	33	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	....	....	97½	98½	....	
.. 1884	....	....	98½	98½	....	
.. 1900	....	....	....	....	....	....
Balt and Ohio	150	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.. 98	97⅞	....	....	97⅞	....	
.. 2d M	89½	....	....	89	....	
.. 3d M. 8s	....	....	76½	....	....	
Northern Central	39½	....	39	....	....	
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s. 94½	94	....	94½	....	....	
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	58	....	....	....	....	....
.. Defer. Certif.. 16½	....	....	17½	16⅞	....	
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 3.

	Th.28.	F 29.	Sat.30.	M.1.	Tu.2.	W.3
Boston and Albany 151	....	152	153	....	154	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	143	143	145	145	
Boston and Providence	....	152½	....	....	153	
Boston, Hartford & Erie 6½	....	5½	....	6	6	
.. 7s, new 45½	....	45⅝	45½	45½	45⅞	
Cheshire, pref	82½	....	82	....	82	....
Chi., Burl. & Quincy	....	....	....	....	134	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	109	....	....	108½	
Fitchburg.....137	....	....	....	137½	....	
Manchester & Lawr'ce	....	....	....	152	....	
Michigan Central	....	115⅞	115⅞	....	115⅞	
Northern, N. H	....	....	....	....	113½	
Ogdens. & Lake Champ	....	86½	86½	86½	86½	
.. pref	....	103	....	102½	102½	
Old Colony & Newport.109½	....	110	110	....	110	
Ph., Wil. & Baltimore.. 56⅞	....	56⅞	56⅞	56½	56⅞	
Portl'd, Saco & Ports	....	....	....	....	....	
Union Pacific	....	39½	42	....	40½	
" 6s..... 90½	....	90½	90	90½	90	
" Land Grant 7s	....	....	81⅞	82	....	
" Income 10s... 84⅞	....	84½	85½	85½	86½	
Vermont & Canada	....	....	98½	99	99	
Vermont & Mass..... 82½	....	....	83	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge ..	....	....	....	....	....	
Metropolitan ..	....	....	....	....	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls 13	....	15	16½	16½	14½	
Franklin 13½	....	14½	14⅞	15	14⅞	
National 6½	....	7½	7⅞	9½	9	
Pewabic 12⅞	....	14	12½	14½	13	
Quincy 49½	....	52½	48	62½	58½	

London Stock Exchange.

	Closing Prices. Mar. 15.	Mar. 22.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	95 —100	75 — 80
Do. do., 2d mort., 1881	90 — 95	70 — 75
Do. Penn., 1st mort., 1877	95 —100	— — —
Do. do., 2d mort., 1882	90 — 95	— — —
Do. Consol. 7 per cent. mort. 1890..	41½— 42½	— — —
Detroit and Milwaukee 1st mort. 7s..	76 — 80	76 — 80
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	35½— 35⅞	41½— 41⅞
Do. sterlg. 6 p. c. convertible bonds	55 — 88	88 — 92
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	108½—109½	108½—109½
Marietta and Cincinnati 7s	78 — 83	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	86 — 88	87 — 90
Penn. R. R. bonds, 2d mort. 6 per ct..	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95 — 97	95 — 97
Do. $50 shares	49 — 51	49 — 51
Philadelphia and Erie 1st mort. 1881.	98 — 100	98 —100
Do. with option to be paid in Phila.	98 — 100	98 —100

American Railroad Journal.

Saturday April, 6, 1872.

Stock Exchange and Money Market.

A brisk speculative inquiry, has been noted for Money since our last, particularly through the later days of the week under review. The offerings from all sources have been on a restricted scale, influenced, in part, by manipulations of the supply, in the interest of operators for a lower range of values at the Stock Exchange, where the dealings have been very extensive, well distributed, and indicative of decided buoyancy on the general list, notwithstanding the Money pressure, which the remarkable activity in stocks contributed to augment. Call loans have been quoted all the way from 7 per cent. currency to the more prominent Government houses, to 7 per cent. gold, and additional commissions of $\frac{1}{32}$, $\frac{1}{16}$, ⅛, ¼, and even as high as ⅜ths of one per cent. per day, to borrowers on Railway and Miscellaneous share property. In the way of discounts, there has been a slow movement with choice to good business paper rated at from 8@12 per cent. per annum. The city bank statement for the past week showed a conservative movement, in the averages. The U. S. Sub-Treasury office reduced both its coin and currency reserves. The city banks reduced their loan and discount average nearly a million during the week, while slightly augmenting their outstanding circulation. The U. S. Sub-Treasury reduced its currency balance nearly 1⅝ millions. It also made a slight reduction in its coin reserve. Its currency balance at the close of business on Tuesday was $4,280,446, and its coin reserve, $68,956,424.

The city banks, in their latest return, show a reduction of $968,600 of legal tender notes, with an increase of $1,948,100 of specie, and a loss of $658,200 of deposits; also a decrease of $994,100 in their loan and discount averages, and an increase of $1,100 in their item of circulation. The city bank exchanges, last week, averaged $109,973,376 and thus far, this week, about 132 millions daily. The banks now hold $5,464,850 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $21,384,700, against $17,975,692 same time last year. The city bank deposits are now $203,058,800, against $222,138,026 week ending April 1, 1871. The legal tender reserve amounts to $41,649,700, against $53,270,543 same time last year. The circulation now stands at $28,019,400 against $31,575,789 same time last year. The loans are now $276,767,400 against $291,082,927 at this date last year.

The coin reserve of the city banks is now about 21⅜ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 41⅝ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $1,600,936, and its coin reserve $93,772 as the result of the week's business. The receipts of the office were $5,334,012 in coin, and $2,848,226 in currency; payments, $5,427,794 in coin, and $4,449,162 in currency. The office received $4,358,000 in coin or its equivalent, from customs; and disbursed $8,134 of coin interest. The receipts of the office from all sources in March were $59,026,588, including $14,388,874 from customs; payments, $65,648,058, including $3,912,579 of coin interest.

The outstanding circulation of the U. S. Treasury is $400,729,678.

The Secretary of the Treasury has called in $1,750,000 of the three per cent. temporary loan certificates of the date of August 1, 1868. The following are the denominations: $5,000, Nos. 3,520 to 3,616; $10,000, Nos. 3,496 to 3,780. Interest will cease on the above certificates May 31, 1872.

Government revenues have made a fair yield since our last. The excises yielded about 2⅛ millions, and thus far since July 1, 1871, $96,364,665. The customs at the port of New York, last week were $4,286,940; at the outports, equal to about $1,400,000 more, all in coin, or coin certificates.

Speculation in Gold has shown more animation with a wider range of the price, though the later dealings indicated a less confident temper on the part of operators. The very heavy purchases of Stock for European account has been sensibly affecting the price of Gold and rates of Exchange.

The customs demand for coin has been fairly active. The export movement has been moderate,

The range of the price during the week has been from 109⅞@110½ and the closing quotation on Wednesday was 110 against 110¼ the preceding Wednesday. The specie outflow, last week, was $609,196. The Gold Exchange Bank clear ances have averages about 35 millions per day during the week.

The customs demand for Gold last week, averaged $726,334 a day; thus far, this week, it has averaged $676,000 a day, or equal to a weekly aggregate of $4,056,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $25,595, and since Jan. 1, 1872, $560,805 against $2,777,007 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $120,385,925 against $112,053,979 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 30, 1872, $62,117,154, against $66,600,604 same time in 1870-'71.

The export drain of specie was $609,196 last week, against $742,831, same week preceding year. The shipments since July 1, 1871, have been $27,914,906 against $55,523,683 same time in 1870-'71.

Under the Treasury programme for April, Government propose to sell four million of Gold as follows: Thursday, April 4—One Million; Thursday, April 11—One Million; Thursday, April 18—One Million; Thursday, April 25—One Million. And to buy in Four Millions of U. S. bonds as follows: Wednesday, April 3—One Million; Wednesday, April 10—One Million; Wednesday, April 17—One Million; Wednesday April 24—One Million.

Foreign Exchange closed firmly on a better supply and moderate call. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, 110@110⅛.

The produce exports from this port, week ending with April 2, were to the currency value of $8,595,198.

Government securities have been in good investment demand and firmer as to price, influenced, in part, by the last public debt exhibit, which indicated a further liquidation of $15,481,969 in May.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅝@115⅞; U. S. Five-Twenties of 1862, (other than the bonds called in) 112½@112¾; U. S. Five-Twenties of 1864 at 112½@112¾; U. S. Five-Twenties of 1865, 113⅛@113⅜; U. S. Five-Twenties of 1865 consolidated, 111½@111⅝; U. S. Five-Twenties of 1867, 112⅞@113; U. S. Five-Twenties of 1868, 113 113¼; U. S. Ten-forties at (ex March coupon) 108¼@108½; U. S. Fives of 1881 (Funding Loan) 110@120⅛. Six per cent. currency bonds, 115¼@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 20.	Mar. 27.	April 3.
Consols.....	92⅞	93 1/16	93⅛
U.S. 5-20's of 1862..	92⅜	92⅝	92¾
U. S. 5-20s, 1865....	93½	93¾	94
" 1867	93½	93¾	93⅝
" 10-40s	89½	89½	89¼
Erie	44⅛	54½	54

State bonds have been in more demand, at however, irregular prices.

A good demand prevails for the better class of Railway Mortgage bonds, with prices quoted for the favorites of the older issues, which are offered with reserve. Central Pacific Sixes have been readily taken, for investment, at 101⅝@101¾. Chesapeake and Ohio Sixes have been in good request at 94 per cent. and accrued interest.

There has been a remarkably spirited and buoyant movement in Railway and Miscellaneous share property, since our last, despite the stringency in the Money line. The investment purchase of stocks on home and foreign account have been unusually large. The later dealings showed an irregular and less confident temper in the general market.

Business in domestic produce has been moderately active, and with Breadstuffs, Provisions, Naval Stores, and Petroleum, quoted variable in price. Middling upland cotton closed on Wednesday at 23⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,431,862 bales, against 3,338,812 bales same time in the preceding year; exports 1,546,561 bales against 2,260,503 bales in the previous year; stock at the ports at latest dates, 422,490 bales against 614,695 bales same date 1871.

In the Metal trade, the advantage as to price has been decidedly in favor of sellers, on an unusually urgent inquiry, for the leading articles. Ingot Copper has been in brisk request, mostly for forward delivery at buoyant prices; sales have been reported of 5,000,000 lbs., chiefly for Summer delivery, within the range of 32c.@34c., with prompt deliveries quoted at 40c. asked. Iron has been in good demand at advancing rates; sales 800 tons Glengarnock Pig, part at $52 on the spot, and part to arrive on private terms; 120 tons Eglinton Pig at $52, now held as high as $55; 350 tons No 2 American, and 800 tons Gray Forge on private terms; 250 tons Wrought Scrap from yard to a dealer, at $60. Lead and Spelter quiet, but firm. Pig Tin has been actively sought after, and 3,000 slabs Straits have been placed, on private terms, closing with 40c., gold, as the current quotation, and 39½c.@40c., gold, for English. Tin plates have been in lively demand at rising price; sales, 10,000 boxes at $13@$13 50 for I. C. Charcoal; $10 75@$11 for Charcoal Terne, and $11@$11 25 for Coke Terne, all gold rates. There has been inquiry for Sheet Zinc, of which 350 casks were sold, deliverable through the season, on private terms.

At the Live Stock Markets, Beeves have been in fair demand at 10@13½ cts.; Veals at 5@10 cts.; Sheep at 7½@10½ cts. Swine, dull at 4¾@5 cts. per lb., all live weight. The week's receipts were 8,205 Beeves, 1,627 Veal Calves, 15,627 Sheep and Lambs; and 27,154 Swine.

Foreign goods have been more sought after at fairly supported prices. The week's imports of foreign goods reached the amount of $9,641,944 including $2,207,507 of dry goods.

Ocean freights have been less active and rates have been quoted unsettled and lower, particularly by Steam to British ports.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, old, 52; do. new, Jan. and July, 38; North Carolina 6s, issued to North Carolina R. R., 48; Georgia 7s, 88; New York State 7s, B. L., 107¾; Hannibal and Naples 1st mort., 91; St. Louis, Jacksonville and Chicago 1st mort., 97; Buffalo, New York and Erie 1st mort., 94¾; Great Western 1st mort. 1888, 95½; Central of New Jersey 1st mort. new, 105; do. scrip, 108¼; Ohio and Miss. 2d mort., 84⅛; do. consol., 93; Chicago and Milwaukee 1st mort., 95; Marietta and Cincinnati 1st mort., 96; Cedar Falls and Minnesota 1st mort., 84; Long Dock bonds, 96; Milwaukee and St. Paul 1st mort. Iowa Div., 90; Joliet and Chicago 1st mort. 107½; Toledo, Peoria and Warsaw 1st mort. W. D., 92½; Albany and Susq. 2d mort., 100½; Cleveland and Pittsburg consol., 96; Boston, Hartford and Erie, R. R., 9½; do. 1st mort., 45; do. guar. bonds, 51; St. Louis and Iron Mt. R. R., 90½; do. 1st mort, 95; New Jersey Southern R. R., 24¾; do. 1st mort., 80½; Lake Shore and Michigan Southern scrip, 94; Western Union Tel., 73⅞; do. 7s. 96; Quicksilver pref., 50½; Brunswick City Land 7; Brooklyn 6s, W. L., 96⅛; Wells Fargo Exp., 79; Am. Mer. Union Exp., 73⅜; Adams Exp., 97; U. S. Exp., 73½; Consol. Coal of Md., 42½; Maryland Coal, 22½; Spring Mt. Coal, 60.

Philadelphia.—Lehigh Valley 7s, new, 101; do. allotments, 58⅞; Wilmington and Reading 7s, 96; Schuylkill Nav. 7s, Boat Loan, 85; West Jersey 7s, 100½; do. 6s, 93¼; Pennsylvania and New York Canal 7s, 96½; Pennsylvania allotments, 58⅜; Philadelphia and Sunbury 7s, 93; Philadelphia and Reading 6s, 1880, 93½; do. 7s, 1893, 102½; Morris Canal 7s, Boat Loan, 89; Pennsylvania Canal 6s, 75; Oil Creek and Allegheny River 1st mort., 86; Lombard and South-Streets R. R., 20; Nesquehoning R. R., 55¾; Allegheny Valley 7-30s, 94; Harrisburg and Lancaster R. R., 50⅛; Fifth and Sixth Street R. R., 44½; Huntingdon and Broad Top Mountain pref., 13; Delaware Division Canal, 47½; Camden and Atlantic pref., 34½; Locust Mt. Coal, 40; Pittsburg 5s, 74½; Allegheny Co. 5s, 75. The latest quotations are: City 6s, 97½@98½; do. free of tax, 101½@101⅝; Pennsylvania State 6s, W. L. 100@101; do. 1st series, 101@101¼; do. 2d series, 104@105; do. 3d series, 107@107½; Reading, 58@58; do. mort. 7s, 1893, 102½@—; do. mort. 6s, 1880, 93@94½; Camdenand Amboy, 126¼@126¾; do. mort. 6s, 1889, 96¼@96½; do. 1883, 91½@92; do. 1889, 91@92; Pennsylvania R. R., 61⅛@61¼; do., allotments, 58¾@58⅞; do. 1st mort., 98¾@99½; do. 2d mort., 96¼@97¼; do. General mort. coupon, 92@93; do. reg., 92@93; Little Schuylkill R. R.,46¼@46¾; Morris Canal, 47@50; do. pref., 122@123; do. 6s, 90@91; Susquehanna Canal, 9@—; do. 6s, 74½@75; Schuylkill Nav., 8@8½; do. pref., 16@17; do. 6s 1882, 78½@78¾; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 94@95; do. 5s, 57@—; Lehigh Coal and Navigation, 45¼@54½; do. 6s, 1884, 87@—; do. R. R. Loan, 93@93½; do. Gold Loan, 92¾@93½; North Pennsylvania 51@—; do. 6s, 99½@101; do., 7s, 97@97½: do. Chattle 10s, 110@112; Philadelphia and Erie, 29¼@29½; do. 6s, 89@89½; Minehill, 53@53¼; Catawissa, 15@16; do. pref., 47@47½; Lehigh Valley, 59¼@59⅜; do. allotments, 58⅞@59 do. 6s, new coupon, 95¾@96;

do. reg., 95½@96½; do. 7s, 100¾@101; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 64@66⅛; Thirteenth and Fifteenth, 21½ @21½; Spruce and Pine, 33@34; Green and Coates, 47@48; Chestnut and Walnut, 56@58½; Hestonville, 20½@22; Union, 70@—; Germantown, 38@40.

Boston.—Vermont Central 1st mort., 82½; do. 2d mort., 38; do. 8s., 1891, guar., 98¾; Leavenworth, Lawrence and Galveston 10s, 95; Vermont Central and Vermont and Canada 8s, 98½; Old Colony and Newport 6s, 1876, 97; Eastern R. R. 6s, 1889, 95; do. 1874, 98; Missouri River, Ft. Scott and Gulf 2d mort. 10s, 1899, 97¼; Agricultural Branch, 6s, 1884, 82½; Little Rock and Fort Smith 7s, 1900, 25½; Stanstead, Shefford and Chambly 7s, 83; Kansas City and Cameron 10s, 1892, 104¾; Central Pacific 7s, 1883, gold, 100⅞; Burlington and Missouri River R. R. in Iowa, 111; do. 7s, 1875, 102¼; Cincinnati, Sandusky and Cleveland R. R., 23¾; do. 7s, 1890, 82¼; Conn. and Pass. Rivers R. R. pref., 90; do. 6s, 1876, 94¾; do. 7s, 1876, 99⅞; Eastern (N. H.) R. R., 105; Summit Branch, 46; Portsmouth Gt. Falls and Conway R. R., 100½; Rutland R. R., 15; do. pref., 62½; do. scrip. 87; Cape Cod R. R., 78¼; Norwich and Worcester R. R., 125; Boston Water Power, 58¼; Cary Imp., 15; East Boston Land, 21¼; Brookline Land, 7⅛; Waverly Land, 7¼; Massachusetts 5s, gold, 99½; Chicago 7s, 1884, 98¼; Boston 5s, 1870, gold, 99; do. 1882, gold, 97; do. 6s, 1877, currency, 101; Roxbury 6s, 1879, 99½; Cincinnati 6s, 1800, 95¼; do. 7s, 1887, 104¼; do. 7 3-10s, 1898, 106½; St. Louis 6s, 1886, 90; do. 1878, 91½; St. Lonis Co. 7s, 1887, 99; Charlestown 6s, 1892, 100; Cambridge 6s, 1876, 99; Chelsea 6s, 1891, 100; Salem 6s, 10-50s, 1916, gold, 107¼; Allouez Mining Co., 14⅞; Aztec, 70c.; Astor, 55c.; Algomah, 1; Canada, 32½c.; Calumet and Hecla, 153; Dana, 1⅛ Dawson, Silver, 4⅜; Humboldt, 1¾; Mesnard, 1; Minnesota, 5; Native, 25c.; North Cliff, 50c.; Petherick, 3¾; Phœnix, 16½; Pontiac, 95c.; Rockland, 4; Ridge, 10⅞; Shuniah, Silver, 9¾; Superior, 1; Star, 60c.; South Side, 50c.; Toltec, 1⅛; Washington, 50c.

Baltimore.—Maryland Defense Loan, 106; Orange and Alexandria 4th mort., 8s, 85; do. 2d mort. 6s, 83⅛; Central Ohio 1st mort., 84½; Northern Central 6s, 1900, gold, 93¼; Orange, Alex. and Manassas 7s, 85; Memphis City 6s, 57¾; The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@95; Baltimore and Ohio, 149@149⅞; do., pref., 100@100; do., 6s, 1875, 96¼@97⅜; do., 1880, 95⅛@ 95¼; do., 1885, 96¼@97½; Northern Central, 39¼@39⅜; do. 6s, 1885, 93@95; do., 1900,—@87; do., 6s, 1900, gold, 93@93¼; N. W. Va. 1st mort., 99@100; do., 2d mort., 97@99; do., 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 97¾@98; do., 2d mort., 89@90; do., 3d mort., 76⅛@76½; Central Ohio, 30¼@30¼; do., 1st mort., 84@84⅞; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95@96; do., 3d mort., guar., 96@96½; do. 2d mort. pref., 75@75; do., 2d mort. guar. by Washington Co., 84@86; Richmond and Danville bonds, 81¼@83; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 83@84; do., 3d mort. 8s, 93@93½; do., 4th mort. 8s, 84@85; Orange, Alex. and Manassas 7s, —@ 83⅞; Virginia and Tennessee 8s, 90@91; do., 6s, 1st mort., 91½@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100⅜@100½; do., 1884, 98@98¼; do. 1886, 99½@—; do., 1890, 98¼ @—; do., 1893, exempt, 99@—; do., 1900, exempt, —@98; Memphis City 6s, 57½@58; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 104@105; City Passenger R. R., 23@24¼; George's Creek Coal, 78@80.

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are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,
BANKERS,
NO. 11 WALL STREET.

THE
CANADA SOUTHERN
RAILWAY COMPANY
Are now offering through the undersigned the
REMAINING $5,000,000
OF THEIR
First Mortgage Sinking Fund
30 Years
7 PER CT. GOLD BONDS
AT
90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK-LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES—EFFECT OF WRITTEN CONTRACTS—RULE OF EVIDENCE AS TO EXPERTS—MARKET PRICE OF GOODS DAMAGED AND NEWSPAPER QUOTATIONS.

The facts of the late case of The Cleveland and Toledo Railroad Company *vs.* Perkins, (17 Mich. 296,) are as follows:

The defendant in error sued the railroad company to recover damages caused by an alleged unreasonable delay on the transportation of cattle, received by them at Toledo, to be transferred to Cleveland, and destined to New York.

The jury rendered a verdict for plaintiff for $555.

The cattle were received on the 12th of February. On the 14th of February following, duplicate contracts were executed for their transportation, and one was delivered to Perkins; each party signing his own contract, but the cattle were not forwarded until the 16th of February.

The following is the able opinion of the court delivered by

COOLEY, CH. J.—Of the exceptions appearing in the record, we shall notice those only which are relied upon in the brief for the plaintiffs in error.

First: That the Circuit Judge erred in allowing the contract held by Perkins to be read in evidence, before the duplicate, in the hands of the railroad company, had been produced, or its absence accounted for. This we think not well taken. The contract signed by the company was delivered to Perkins as the evidence of their undertaking and liability; and there is no occasion for him, when he is seeking to enforce their obligation, to call for the production of the corresponding evidence which he has put into their hands to be used, when needful, against him. If proof of the duplicate could have been important to the defendants, they were at liberty to make use of it, and, as the action was based on the contract, it is to be presumed their evidence of it was present at the trial; but its production was no necessary part of the plaintiff's case.

Second: That proof of delay on the part of the railroad company, before the signing of the written contract, was inadmissible. This objection is on the theory that the written contract merges all prior negotiations, as well as the implied contract which the law would raise from the reception of the cattle for transportation.

Undoubtedly the writing is to be the measure of the company's liability from the time it was given; but there is nothing in its terms which purports to waive any claim to damages which might have occurred in favor of Perkins previously. When the company received the cattle for transportation, they impliedly undertook to transport them safely, and without unreasonable and unnecessary delay; and this implied contract remained in force until the parties substituted a written one, and it must measure the rights of the parties up to that time. To hold that, because the company were in the practice of carrying only under written contracts, they might delay indefinitely, without liability, after the receipt of the cattle, until they saw fit to give a written contract, would be to advance a doctrine without basis in reason or justice. The custom does not preclude implied or oral contracts, for the parties may vary from it in any case; nor does it make the written contract, when given, relate back to the reception of the cattle; its effect is only to govern the obligation of the parties from the time of its execution. We are referred to the case of M. S. and N. I. R. R. Co. *vs.* Shurtz, 7 Mich. 515, as authority that, up to the execution of the writing, the cattle were simply in the hands of the company, awaiting shipment. But the two cases differ entirely in their material facts. In Shurtz's case the property was stored with the company, awaiting the orders of the owner for transportation; but in the case at bar, the property was delivered to the company for immediate transportation; and whatever delay occurred, whether reasonable or unreasonable, was against his will.

Third: That the court erred in allowing the witnesses to testify to a knowledge of the New York market derived from the newspapers. This objection is met by the decision of this court in Sisson *vs.* Cleveland and Toledo R. R. Co., 14 Mich. 497. That case does not require that the newspapers themselves should be put in evidence, but it recognizes them as a proper source of information to which persons interested in the markets may resort; and there is no reason why they should not testify the result of their examinations, as they might the result of inquiries in the market places. These remarks appear to cover the ground taken in the brief of the plaintiff in error. Something is said about one car load of cattle transferred to Perkins by another person after they had been received at Toledo; and in regard to which, the judge was asked to charge the jury that the company was not liable for any delay until the transfer was actually made on their books. This he declined, but did charge them that the company was not liable until actual notice was received of the transfer. The brief assumes that notice of the transfer was not given to the company until the written contract was entered into, but the record shows that the written transfer was made on the company's books the day before. The liability of the company, however, could not depend on the plaintiff's ownership appearing by their books; if they had notice of it, that would be sufficient. We discover no error in the record, and the judgment must be affirmed.

Judgment affirmed.

Metropolitan Branch Railroad.

This work is being pushed forward to completion as rapidly as circumstances will permit. From the best information we can get we see no reason to doubt that the road will be in running order some time during the coming summer. It is difficult to estimate the local advantages the completion of this road will afford. There is a very large quantity of waste land in our county, farmers not being able to cultivate the large farms which they own, owing to the disorganized and demoralized state of labor. The completion of this road will open up the country and allow land owners to dispose of their surplus acres to great advantage, thereby increasing the population and wealth of the country, as well as adding to the value of the land they may still retain. They can also have the advantage of the Baltimore market, while they are now almost exclusively confined to the markets of Washington and Georgetown. The facilities of getting fertlizers will be greatly increased, and especially as far as lime is concerned. It is conceded by all that lime is the one thing needful for the lands of this county, but it is impossible to get it now, the cost being too great, but when it can be brought by railroad within a convenient distance great quantities will be used, and the most beneficial results may be expected.—*Rockville Sentinel.*

Panama Railroad.

At the annual meeting of the stockholders of this company on the 1st inst., the following gentlemen were elected directors for the ensuing year: Henry Clews, Alex. Masterton, Fred. Billings, F. W. G. Bellows, A. B. Stockwell, L. A. Stockwell, W. H. Aspinwall, David Hoadley, F. Skiddy, D. D. Smith, J. Parmely, G. L. Kingsland, H. H. Baxter.

The following report, announcing a dividend of five per cent., was read:

TO THE STOCKHOLDERS OF THE PANAMA RAILROAD COMPANY:—

The directors take pleasure in reporting that the net earnings of the road since the last dividend was declared (January 1, 1871,) have been as follows:—

For the year ending January 1, 1872..	$245,661 65
For the quarter ending April 1, 1872.	175,561 74
	$421,223 39

Out of these earnings a dividend of five per cent. has been declared, payable April 8th.

The cash assets of the Co. amount to..		$850,023 00
From which deduct—		
Dividend, payable April 8th..	$350,000	
Interest, due April 10th.....	100,000	
Due government of Colombia for subsidies....	105,000	
		555,000 00
		$295,023 00
In addition the company own five steamers in the Central American trade, with steam tugs, launch, &c., in Panama, worth, at a moderate valuation....		$900,000 00
Real estate in the city of Panama, and one-half of islands in the bay of Panama, cost		73,000 00
Vacant lands on the Isthmus, about 300,000 acres, of uncertain value.		

The road is in good order and fully equipped. The directors congratulate the stockholders on the improvements in the business and prospects of the company. From the opening of the overland railroad our receipts declined rapidly, until the latter part of 1870 and commencement of 1871, when they were barely sufficient to cover the working expenses, subsidy and interest. The loss was almost entirely on the California branch of our business. There was a moderate loss caused by the opening of the Magellan line, which was about balanced by a gain in the Central American trade.

To meet the loss on California business referred to, special efforts were made to divert shipments from sailing vessels, especially from England and the Continent, going around Cape Horn, reduced tariff's of through rates were adopted and new agents appointed. As a result our receipts have gradually increased, so that the first three months of 1872 amount in gross to $427,286, against $271,000 for the corresponding months of 1871, and this without any great help from the diversion of California goods to the Isthmus caused by the "snow blockade" on the Union Pacific road. This result would have been still more favorable had not the China trade, which was becoming important, been cut off in the fall of 1870, by the arrangement of the Pacific Mail Steamship Company, under which all these shipments were turned to the overland road. In the matter of diverting goods from sailing vessels by the Horn route there is still a wide field for effort. There are at the present time a larger number of connecting lines running to the Isthmus ports than ever before. They comprise the following:—

AT ASPINWALL.

North German Lloyd, from Bremen, one steamer each month.

Hamburg-American Company, from Hamburg, one steamer each month.

Compagnie Generale Transatlantique, from St. Nazaire, two steamers each month.

Royal Mail Company, from Southampton, two steamers each month.

West Indies and Pacific Company, from Liverpool, two steamers each month.

Pacific Mail Steamship Company, from New York, two steamers each month.

AT PANAMA.

Pacific Steam Navigation Company, from Valparaiso and intermediate ports, four steamers each month.

Compagnie Generale Transatlantique, from Valparaiso and intermediate ports, one steamer each month.

Central American ports, three steamers each month; parts of the year, four.

Pacific Mail Steamship Company, from San Francisco, two steamers each month.

Some of the lines propose adding to their service during the coming year.

To encourage emigration to California and other ports on the Pacific low rates of fare for steerage passengers have been adopted, in connection with the various steamer lines.

Arrangements have recently been made to extend the Central American line (which is owned by the company) to five ports in Mexican States north of Guatemala, the Mexican government having granted the company a favorable contract, with subsidy of $30,000 per annum.

During the past winter the trustees of the sinking fund have paid out of their fund, sterling bonds to the amount of $958,875. The amount of bonds now outstanding is £578,150, or $2,890,750, none maturing earlier than 1897, excepting the small amount of £19,350, which falls due in 1875. The trustees of the sinking fund still hold securities to the value of $325,000, which, with accumulations and moderate annual appropriations, will retire all the bonds at maturity.

Although, from causes beyond their control, the stock of the company has, within the past three years, undergone a severe and painful revulsion, yet the directors—some of whom were connected with the inception of the enterprise—cannot but look back with pride and pleasure to the fact that since the organization of the company, in 1849, $20,000,000 have been returned in dividends to the stockholders. While no such exceptionaly profitable results can now be looked forward to, yet the directors cannot but hope that there is still a future of fair remuneration to those interested. JOSEPH F. JOY, *President.*

NEW YORK, *April* 1, 1872.

Pork Packing in Milwaukee.

The following is a statement of the business done in Milwaukee for the season of 1871-'72, in comparison with the eight preceding seasons:

	No. of Hogs.	Average weight per Hog.	Average Lard per Hog.	Lard, lbs.
1871-'72...	313,118	222 86-100	39 1-8	12,252,244
1870-'71 ..	240,344	226 1-8	33 1-4	7,992,602
1869-'70...	172,626	199 1-5	26 3-8	4,554,902
1868-'69 ..	129,094	211	30 4-5	3,971,516
1867-'68 ..	159,463	189 1-4	35 1-2	4,060,328
1866-'67 ..	133,370	218 4-5	31 3 8	4,183,852
1865-'66 ..	88,853	232 1-2	33 1 2	2,921,479
1864-'65 ...	107,229	196 7-8	23 5-8	2 514,812
1863-'64 ..	141,091	202	17 1-8	3,791,185

☞ A despatch from Rondout says: "The first crossing over the Rosendale Railroad bridge (150 feet high) will take place on Saturday, when two large passenger trains will cross at once. Excursion trains will be run on the Wallkill Valley Railroad, and the event will be celebrated in grand style at Rosendale."

Cincinnati and Terre Haute Railway.

Work on the Cincinnati and Terre Haute Railroad is progressing with satisfactory rapidity to all who are friends of Terre Haute Railroad enterprises, through, of course, not of those who have pet schemes of their own to further which overbalance their home public spirit. Enough rails are now received to lay the entire twenty-five miles necessary to receive the stock subscribed to the capital stock of the company. This much will be constructed by the specified time. The division alluded to is from the St. Louis and Vandalia road down First street to Eel river. The council, on Wednesday, March 20th, voted, with one exception, to the granting of the right of way along that thoroughfare as reported by the special committee, consisting of the Mayor, City Engineer and Chief Engineer of the railroad company. This, certainly, will be a great improvement to the street.—*Terre Haute Gazette.*

Statement of the Public Debt of the United States April 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$250,000 00
5 per cent. 1881 bonds, 1861..	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861..	189,321,200 00	2,839,818 00
6 per cent. 5-20 bonds, 1862..	288,680,500 00	7,217,012 50
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	810,697 08
6 per cent. 5-20 bonds, 1864..	2,476,500 00	61,912 50
6 per cent. 5-20 bonds, 1864..	77,051,800 00	1,926,295 00
6 per cent. 5-20 bonds, 1865..	162,786,150 00	4,069,653 75
6 per cent. consols, 1865.....	229,480,900 00	3,442,213 50
6 per cent. consols, 1867.....	320,975,500 00	4,814,632 50
6 per cent. consols, 1868.....	39,266,000 00	588,990 00
5 per cent. funded loan of 1881	200,000,000 00	1,666,666 67
Aggregate of debt bearing coin interest.....	$1,818,965,850 00	$29,103,291 50
Interest due and unpaid		5,821,070 94

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$15,520,000 00	$156,013 53
3 per cent. navy pension fund, 1868.....	14,000,000 00	105,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	22,600 00
Aggregate of debt bearing interest in lawful money....	$30,198,000 00	$283,613 53
Interest due and unpaid.....		2,660 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
6 per cent. bonds, 1842.....	6,000 00	360 00
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	117 00
6 per cent. bonds, 1847.....	3,925 00	240 47
6 per cent. bonds, 1848.....	24,900 00	1,281 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	650 00
6 per cent. 5-20 bonds, called 1862	23,009,150 00	452,981 58
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	20,000 00	1,520 97
5 per cent. 1 year notes, 1863.	107,547 00	5,372 35
5 per cent. 2 year notes, 1863.	66,465 00	4,897 68
6 per cent. compound interest notes, 1863-64.....	622,910 00	123,287 74
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	366,100 00	39,653 92
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	2,035,000 00	20,350 00
Aggregate of debt on which interest has ceased since maturity	$26,684,652 26	$737,350 30

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$90,906 25	
Legal tender notes, 1862-63...	357,500,000 00	
Fractional currency, 1862-3-4.	42,283,399 43	
Coin certificates, 1863.....	29,283,400 00	
Unclaimed interest.....		9,244 65
Aggregate of debt bearing no interest.....	$429,157,705 68	$9,244 65

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$1,404,398,550 00	
Bonds at 5 per cent.....	414,567,300 00	
	$1,818,965,850 00	$34,924,362 44
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	15,520,000 00	
	$30,198,000 00	286,273 53
Debt on which interest has ceased since maturity.....	26,684,652 26	737,350 30
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	357,590,906 25	
Fractional currency.....	42,283,399 43	
Coin Certificates.....	29,283,400 00	
	$429,157,705 68	
Unclaimed interest.....		9,244 65
	$2,305,006,207 94	$35,957,230 92
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,340,963,438 86

AMOUNT IN TREASURY.

Coin.....	$120,200,610 29
Currency.....	10,431,299 23
	$130,631,909 52
Debt, less amount in Treasury, Apr. 1, 1872.	$2,210,331,529 34
Debt, less amount in Treasury, on the 1st ult.	2,225,813,497 98
Decrease of debt during the past month...	$15,481,968 64
Decrease from March 1, '69 to March 1, '72.	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	24,424 80
Totals.....	$64,623,512 00	$969,352 68

Interest paid by United States, $14,631,870 18; interest repaid by transportation of mails, &c., $3,521,087 97; balance of interest paid by United States, $11,110,782 21.

The foregoing is a correct statement of the public debt as appears from the books and Treasurer's returns in the Department at the close of business, March 30, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

Pacific Railroad of Missouri.

At the annual meeting of the stockholders o this company, held in St. Louis on the 25th ult the following gentlemen were elected directors.

Joseph Seligman, New York, vice E. O. Stanard

Francis B. Hays, Boston, vice R. J. Lackland

Charles J. Morrill, Boston, vice Oliver A. Har

T. B. Edgar, St. Louis, re-elected.

John J. Taussig, St. Louis, vice Benjamin Stickney.

The present Board stands as follows:

Hudson E. Bridge, B. W. Chambers, N. C. Chapman, W. H. Coffin, T. B. Edgar, F. B. Hay George E. Leighton, Charles J. Morrill, Andre Pierce, Jr., C. Ranken, Jr., Joseph Seligmen, an J. J. Taussig.

Of the new Directors, Messrs. Seligman, Hay and Morrill are also Directors in the Atlantic an Pacific railroad. It is understood to be t Board's intention to go on and complete the Ca ondelet branch immediately.

At a meeting of the new board of directo held subsequently, Hon. Joseph Brown was una imously re-elected President, John C. Port Secretary and Treasurer, A. A. Talmage, Supe intendent; C. L. White, Auditor; W. P. Lew General Freight Agent; E. A. Ford, Gene Passenger Agent; W. H. Patriarch, General Su ply Agent; and E. B. Gibbs, Master Mechan

St. Louis, Salem and Little Rock Railroad.

This company was organized to build a railroad from Cuba, Crawford county, to Salem, Dent county, distance forty and a half miles. Capital stock, $500,000, has all been subscribed, the line permanently located, and they expect to complete it this year. The gauge is to be the same as the Atlantic and Pacific road, with which it forms a junction at Cuba; to be built in the most substantial manner, with steel rails. The corporators own the Simmons iron mountain, near Salem (the present objective point), which will be developed by this road, and by the erection of furnaces and iron works. The directors are A. L. Crawford, New Castle, Penn., president; Wm. Brewster, Erie, Penn., secretary; Wm. L. Scott, Erie, A. J. Crawford, Terre Haute, and C. C. Simmons, St. Louis. The well-known financial ability and business character of the parties named is a sufficient guaranty that the road will built, especially as they have made large investments dependent upon this road for development. —*Little Rock Gazette.*

☞ The Boston *Advertiser* says that the Air Line Railroad will undoubtedly be ready for business within four months. About fifteen miles of it will be ready for the rails within three weeks, when the work of laying them will commence. The citizens of Colchester will build a branch road to connect with the Air Line three miles long. When ready for ties and rails it will be presented to the Air Line, which will finish, stock and run it. The grading will cost the town of Colchester about thirty thousand dollars.

☞ The Missouri, Kansas and Texas Railroad is completed 38 miles south of the Arkansas river —nearly to the north fork of the Canadian. The company are building a branch to Fort Smith, and making preparations for the speedy construction of an independent line to St. Louis. The Holden branch is in progress, to be completed within a year from this date. The Missouri river, where the company propose to bridge it, at Jefferson City, is 3641 feet wide.

☞ The Venango *Citizen* says: It is almost a certainty that a railroad will be constructed down the west side of the Allegheny river from that city to Parker, and possibly to Pittsburg, passing through the immense coal fields of Butler county. A corps of engineers are now engaged in locating the route, and work will be commenced as soon as possible. It is probable that the road will be extended to connect with the Titusville and Buffalo road.

☞ The Randolph (Texas) *Courier* of recent date, says: "A friend of ours who recently traveled over the completed portion of the Cairo and Fulton railroad, between Little Rock and Little Red river, pronounces it the best new road, in every particular, that he ever traveled over, and that in fact it excels in smoothness and comfort many old roads."

☞ At a meeting of the Board of Directors of the Panama Railroad Company, held on the 2d inst., Mr. Alden B. Stockwell was unanimously elected President, and Mr. Francis W. G. Bellows, Vice-President. Subsequently the Board appointed Mr. Henry Smith, Treasurer, and Mr. John Keeler, Secretary.

☞ John J. Patterson has been elected President, and F. S. Jacobs Secretary and Treasurer of the Spartenburg and Union Railroad.

Kansas Pacific Railroad.

The Kansas Pacific Railroad Company has purchased $3,000,000 of the stock—three-fourths of the whole—of the Denver Pacific Railroad, which will give it a connection with the Union Pacific Railroad, entirely under its control. An English company, known as the North and South Railroad Company, will shortly commence to build a line from Kit Carson, Col., to Fort Lyon, Col., a distance of fifty-five miles, and this will be held by the Kansas Pacific, under a long lease. It will be built during the Summer, and will be important in regard to the new Mexican trade. This new road will afterwards extend towards Sante Fe and Albuquerque, and connect with the Southern Pacific Railroad on the 32d parallel.—*St. Louis Republican.*

☞ The financial condition of the Cary Improvement Company is represented as being most satisfactory. The balance on hand at the commencement of the year was $9,142 35; receipts from all sources, $255,089 72; expenditures, $262,022 23; leaving a balance on hand of $2,209 84. The directors for the ensuing year, recently elected, are: S. Willard, John Low, R. A. Richards, Julius Hallgarte, John C. Jones, W. Pratt, T. Hope; Secretary, W. Pratt.

☞ A decree has been entered by Judge Barnard in the foreclosure of the mortgage of property owned by the Boston, Hartford and Erie Ferry Extension and Railway Company, ordering the sale of the property of the company amounting to about $1,000,000. The property comprises the Newburg and Fishkill ferry and large tracts of land and trestle work at Dunning's Point, and the dock and storehouse property at Newburg. The sale is announced for the third of May next.

☞ The track of the Northern and Southern Divisions of the New-Jersey Midland Railroad was connected on the 28th ult., making a continuous line from New-Durham, three miles above the Erie Tunnel, to the State line, connecting the New Jersey Midland with the Unionville Railroad at Unionville, and with the New York and Oswego Midland Railroad at Middletown.

☞ The Oxford (Pa.) *Press* says that there has been considerable talk in that town, recently of the construction of a narrow gauge railroad from the coal regions above Reading, to Middletown, on the Delaware railroad, and thence to the Delaware bay, via Lancaster, Quarryville, Oxford, Louisville and Elkton. The *Press* claims that the project is not altogether speculative.

☞ The interest of the state of Tennessee in the Knoxville and Charleston and Rogersville and Jefferson railroads, has been sold—the former to Messrs. Steers & Patterson for $105,000, and the latter to Capt. Jaques, of the East Tennessee, Virginia and Georgia Railroad, for $23,000.

☞ The survey of the route of the Memphis and Kansas City Railroad through Arkansas has been completed. The State line was reached in township 11, range 8 west, sixty-three miles from Batesville. The elevation above that place is about 700 feet.

☞ Grading on the Northern Pacific railroad is completed from the east to seventy miles west of the Minnesota line; rails and equipment for the road to Missouri river are purchased, and also for two hundred miles on the Pacific end.

☞ Proposals will be received until the 8th inst., by J. M. Byers, chief engineer, for the graduation, masonry, bridge superstructure and ballasting of the Pittsburg, Virginia and Charleston Railway, extending from Dravosburg to Monongahela City, sixteen miles. Profile and specfications can be seen and all information obtained at the company's office, 64 Fourth Avenue, Pittsburg, Pa.

☞ The Pewabic Mining Company will pay a dividend of $1 per share April 5.

OFFICE OF THE

Toledo, Peoria & Warsaw

RAILWAY CO.,

No. 80 BROADWAY,
NEW YORK, April 1, 1872.

THE COTPONS DUE 2d of APRIL on Second Mortgage Bonds of the Toledo, Peoria and Warsaw Railway Company, will be paid, on and after that date, at the office of the Farmers' Loan and Trust Company, No. 26 Exchange Place, less Government Tax.

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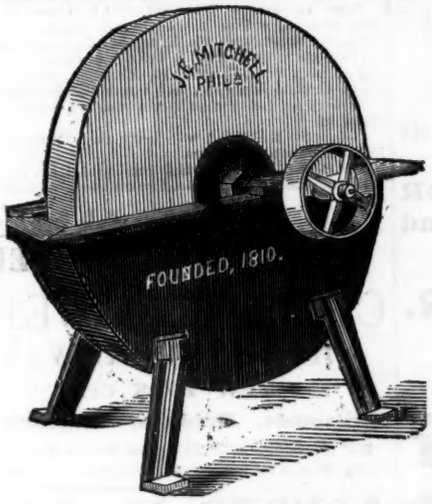

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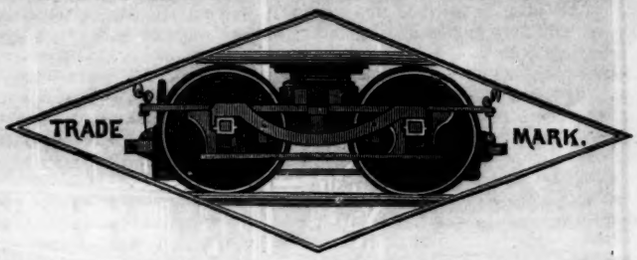

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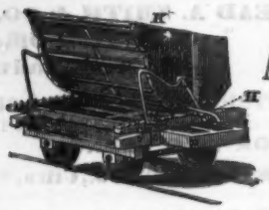

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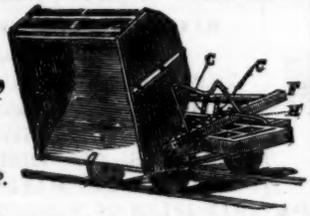

Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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